



Australian Model Railway Association

JOURNAL

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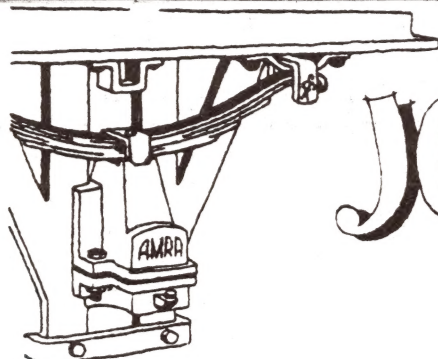
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JOURNAL BOX

FROM THE PRESIDENT

In late August I was approached by a member who expressed reservations about renewing his membership after a rather unpleasant encounter with a fellow member, wherein his modelling efforts were subjected to very blunt criticism, and when he asked for pointers to help overcome his errors, was shrugged off very curtly.

It has always been my understanding that not just AMRA, but our hobby as a whole, is based on friendship, and, where possible, mutual assistance, and, most importantly, for relaxation and fun. Aloofness and criticism as such can do this hobby considerable damage, and, as has been proved in the past, to cause a complete loss of interest. Is this what our hobby is all about, just for the favoured few?

Over the many years we have often heard that hackneyed phrase, "What does AMRA have to offer?". I would like to answer with another question. Over the years, how many members have availed themselves of the services of the Advisory Panel? These members are more than able and willing to assist where problems arise, their answers being presented in an easy to follow manner. All that is needed is a letter to the Federal Secretary detailing the problem and a stamped self-addressed envelope for the reply.

Without labouring the point, may I ask all members to seriously think about what I have written. If I have trodden on anybody's corns, well

It is to be regretted that I have written in this way, in what could possibly be my last column, but, hopefully, I trust that it will be of benefit to all modellers.

Would also like to add my congratulations to the NSW Branch on a well presented and balanced exhibition at their new venue. Trust that future exhibitions will enjoy the same success.

In conclusion, may I take this opportunity to wish one and all the compliments of the season, and that you have many more years of enjoyment in our chosen hobby.

Keith Wilcox

JOURNAL NEWS

In an effort to improve print quality, while at the same time keeping costs in mind, a couple of pages of this Journal are printed on different paper. If you have any comments, we would appreciate hearing your views.

ON THE COVER

This is just a corner on Matt Bell's HO gauge model railway. Matt works quickly when he builds his layouts. His is one of the very few layouts on which large locomotives and 10 or 12 coach trains do not look out of place.

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Managing Editor Tim Dunlop
103 Yarralea Street, Alphington 3078

Editor Rex Little
PO Box 46, Nunawading 3131

Advertising Manager Mrs Elizabeth Secker
2 Hilltop Avenue, Glen Iris 3146

Sub-Editors:
Queensland Steve Malone
3/117 Flower Street, Nundah 4012

New South Wales Bob Gioia
5 York Street, Rockdale 2216

Victoria Ron Thomas
3 Sturdee Road, Black Rock 3193

Western Australia Kevin Derrick
2 Morris Drive, Forrestfield 6058

Layout Roger Lloyd

Typing Helen McMullen

Printing AMRA, Victorian Branch
92 Wills Street, Glen Iris 3146

Federal Secretary Norm Read
3 Augusta Street, Strathfield 2135

Federal Registrar Darryl Musgrove
37 Akuna Avenue, Bradbury 2560

Federal Treasurer Ken Edwards
8 Easton Road, Berowra Heights 2082

— THE FEDERAL SCENE —

EDITORIAL

It's that time of year again - election time and Christmas. With this Journal you should receive a voting sheet for Federal Committee. At least this year most positions are being contested - something that has not happened before in my memory.

Depending on the result of the ballot, this could be my second last Editorial; a job I have enjoyed over the past years, and I will particularly miss the friends I have met and corresponded with in that time.

Over the past few months I have visited a few exhibitions - not as many as Graham Watson has on his current trip though. They have been held in all sorts of places - drill halls, old supermarkets, shire halls and, of course, the E G Whitlam Pavillion at Liverpool.

All were different, but all displayed one common thing - the modelling excellence of some of the exhibitors. All appeared to be reasonably well patronised, only the various treasurers know how financially successful they were, although rumour has it that one four-day show, held some 120 km out of Melbourne, grossed \$10 000!!!

Two of the country shows had local firms sponsoring the expenses of the exhibitors. This enabled clubs like Castlemaine, Corio and AMRA Victorian Branch to have layouts at most of the local shows.

Last weekend was one of the few times that I have seen LGB displayed to its best advantage - up on a stage where it could be viewed from three sides. It certainly looked much more impressive than on the floor.

Finally, let me wish you all a Happy and Holy Festive Season, and I trust that we will all meet again in the New Year.

Rex Little
Editor

THE SECRETARY'S DESK

Having written approximately 100 of these Desks in the last 16 years, one wonders how many have been read by the majority of members, as so few have bothered to follow any requests contained therein; but, maybe a new committee, if there should be one, may be more successful in having more co-operation.

Whilst renewals are coming in at a steady rate, at the time of preparing this, only two nominations have been received for the new COM - hardly enough to run the Association. Apart from receiving subs and issuing initial literature to new members, the Committee appraises suggestions from members, and, if judged suitable, are put into practice; of those received, some are not practical and some do not get off the ground due to lack of volunteers to put them into operation.

All jobs in this Association, as indeed in many similar bodies, are on a volunteer basis, and it is no good people saying why are they not doing this or that, if no one is prepared to give some time and effort into doing things; no amount of wishful thinking will ever get anything done.

On the matter of doing things, The Beginners' Guide and Guide to Model Railways are in the course of being updated, and we would like a couple of chapters extra in the field of the electrical and scenic sections of these books. Any offers?

It is intended to combine the two in this revision, and this should then be quite a useful book for the average modeller.

More advanced ideas could be incorporated in Information Sheets as they become available, or, in other words, if any one is prepared to produce them.

I take this opportunity to extend the Seasons Greetings on behalf of the COM to all members, and trust that some of the dreams and plans you have will come to fruition in 1985.

Norm Read

FINANCIAL STATEMENT

STATEMENT OF FUNDS AT 30 JUNE 1984

Commonwealth Trading Bank, O'Connell Street, Sydney		
Current account, as above		\$ 2,017.76
NSW Permanent Building Society Limited		
Balance 30 June 1983	1,437.87	
Add: Interest credited, November 1983	58.71	
Interest credited, May 1984	53.00	
	1,549.58	
Less: FID	.03	
Balance as at 30 June 1984		1,549.55
Petty cash on hand 30 June 1984		440.00
		<u>\$ 4,007.31</u>

AUDITOR'S REPORT

I have examined the books and records of the Federal Committee of the Australian Model Railway Association and report that, in my opinion, the above statement is a true and fair record of receipts and payments during the year ended 30 June 1984 and of cash funds on hand at that date.

Dated this 14th day of August 1984.


R W GORRELL - F C A

FEDERAL COMMITTEE OF MANAGEMENTSTATEMENT OF RECEIPTS AND EXPENDITURE
FOR THE YEAR ENDED 30 JUNE 1984RECEIPTS

Cash at bank 30 June 1983	2,129.75
Petty cash on hand 30 June 1983	360.00
Membership Renewals	4,894.00
Joining fees	808.00
Donations	51.85
Journal advertising	1,012.00
Bank interest	73.66
Sale of guides	56.00
Sale of Journals	9.35
Competition trophies	33.00
New Membership Subscriptions	1,027.00

\$10,454.61

EXPENDITURE

Printing of Journal	3,094.60
Postage of Journal	626.29
Journal expenses	961.70
Stationery	1,259.70
General postage	276.93
Trophies	88.00
Bank charges	3.00
FID	2.31
FIT	9.60
Stamp duty	36.00
Reprint of Guide to Model Railways	173.94
Telephone	33.20
Typewriter - Final payment	500.00
Addressograph plates	123.65
Insurance	161.81
Servicing of typewriter	194.00
Freight	21.62
Meritorious Awards	102.30
Engraving	10.10
Purchase of desk lamp	19.95
Reimbursement of Managing Editor's expenses	98.15
Advance - Federal Registrar for postage	200.00
Petty cash on hand 30 June 1984	440.00
Cash at bank 30 June 1984	2,017.76

\$10,454.61

1984 FEDERAL MODELLING COMPETITION

All told, 28 entries were entered in the competition this year, which was well down on last years number. I again thank all those members who entered this year. It was pleasing to see entries from Queensland. The only entry from Victoria was in the Federal Cup section (Loco. conversion).

Any Member wishing to enter the Federal Modelling Competition but have no faith in our postal service, check with your local State Branch, you may find that someone from your Branch will be attending the Exhibition in Sydney and you may like to entrust your entries with them.

Entry Forms are available prior to the Exhibition, so if you require some, send a stamped, self addressed envelope to Ken Edwards, Competition Manager, 8 Easton Road, Berowra Heights, NSW 2082, state how many you require and they will be returned to you with plenty of time to complete them before entering the competition. A supply of forms will also be on hand at N.S.W. Branch Clubrooms for the benefit of Sydney members.

Ken Edwards,
Competition Manager.

RESULT OF 1984 FEDERAL MODELLING COMPETITIONTIM DUNLOP CUP

1ST	Peter Betts - LSWR & LBSCR joint Drummond K11 Class Rail Motor No.1. EM
	Judge's comments: Fidelity to Prototype, delicate yet strong detail, superb lettering.
Runner up	G.N. Perkins - QGR 1250 Class Diesel Electric Locomotive. HON3½
	Judge's comment: Nice job.

NEW SOUTH WALES BRANCH TROPHY

1ST	Peter Betts - LSWR 1876 vintage "Caboose" type Brake 3rd 4 wheel Coach. EM
	Judge's comments: Neat, clean construction, excellent paint, lettering.
Runner up	Peter Betts - LSWR Horse Box. EM
	Judge's comment: Clean sharp work.

FEDERAL CUP

No competition - only one entry received.

KEITH WILCOX TROPHY

1ST Peter Betts - UK Private Owner Coal Waggon. EM
Judge's comments: Very clean, neat work.

Runner up Charlie Agland - NSWGR LFW Well Waggon with
X218. HO
Judge's comments: Neat construction, tie down gear.

VICTORIAN BRANCH TROPHY

No competition - only one entry received.

KEN EDWARDS TROPHY

No competition - only one entry received.

PAT COX TROPHY

1ST James McInerney - GWR 4 wheel Brake 3rd. OO
Judge's comments: Neat construction, good paint.

Runner up Peter Betts - L & NWR Parcel Van. EM
Judge's comments: Sound, neat construction.

COL STEELE TROPHY

1ST James McInerney - NSWGR LV Louvre Van. HO
Judge's comments: Neat construction, lift bars.

Runner up Peter Betts - UK Private Owner Waggon. EM
Judge's comment: Neat construction.

CANDEMAH CUP

1ST James McInerney - Freelance 'typical' NSWGR Signal
Box. HO
Judge's comments: Neat construction, good windows,
detail.

Runner up James McInerney - NSWGR Timber Overbridge. HO
Judge's comments: Neat construction, well sited.

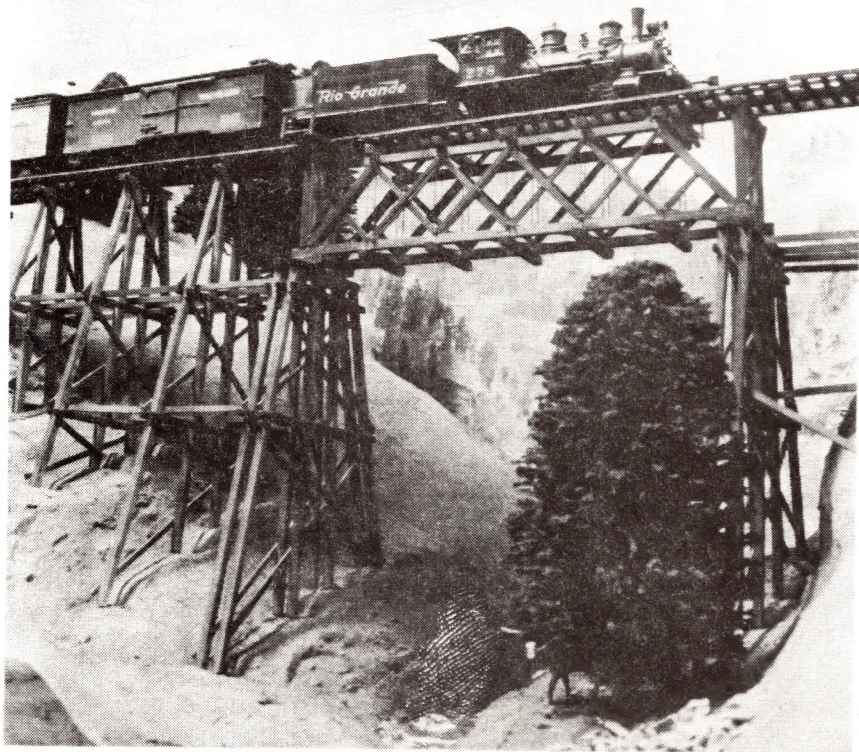
DARRELL MUSGROVE TROPHY

1ST James McInerney - Freelance Flour Mill and Mill
Office. HO
Judge's comments: Very good overall effect, realistic
setting, good detail.

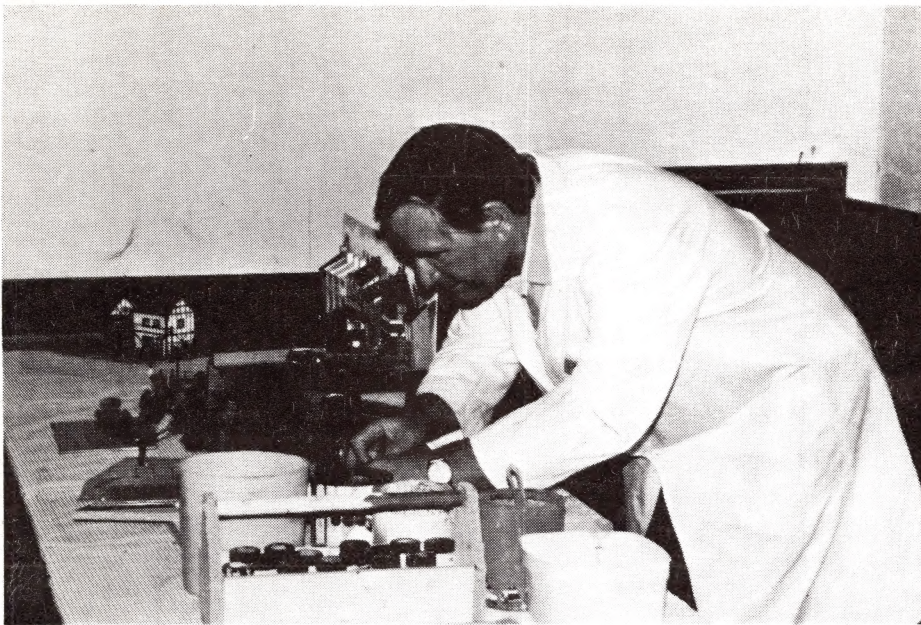
Runner up James McInerney - Typical Home and Distant
lower quadrant Signals. HO
Judge's comment: Neat construction.

PICTURES FROM AN EXHIBITION

A selection of pictures from the WA Branch's recent Exhibition held on 2, 3 and 4 June 1984 at the South Perth Civic Centre.



The Engineer leans out of No 278's cab to get a better view of a track ahead as he lets 278 coast downgrade over Cattle Creek trestle on Simon Mead's HO n3 layout 'Iron-horse Pass'.



Dick Smart our 'scenic wizard' is caught putting in some back-breaking work planting trees on a demonstration diorama during the show.

While Dick was running his 'Get Smart' scenics stand almost continuously over the three days, the adjacent stand offered the following presentations each day:

- | | |
|------------|---|
| 11 am | Cast metal and etched metal locomotive and rolling stock kit construction by Ted Thoday |
| Midday | Track and point construction by Ted Thoday |
| 1 pm | Model railway electrics and wiring up your layout by Geoff Cooper |
| 2 and 4 pm | Modelling the Countryside by Peter Grout |
| 3 pm | Making trees the cheap and easy way by Tony Gray |

A mid afternoon scene at the sleepy country station of 'Bind-iup'. We find a Z class 0-6-0 is patiently ticking over in the station yards awaiting the afternoon train from the privately owned timber line servicing the Evenington Mill.

Back to reality. Simon Mead scratchbuilt the body for the 2 class and modified the Main-line 03 chassis. Notice how from this angle Graham Watson's Sn3½ layout has a feeling of depth to the scenery, although it is no more than a few feet wide at this point.



Two gentlemen who had a lot of fun over the weekend just talking trains were George Noble and Adrian De Haume. Using just one board from George's layout, which is still under construction, we find the pair pointing out the finer points of EM modelling.

Runner-up to 'Bindiup' was Simon Mead's charming layout 'Ironhorse Pass' which also won the 'Best Presented Stand Award'. Gavin Stallard is at the controls as a train approaches the two fine trestle bridges handbuilt by Simon. Simon's fondness for trestles is recreated on a 'Grander' scale for the construction of the baseboards, and very light and strong they are too.



Another nice picture from our roving photographer, Simon Mead, showing the next generation of railway modellers emerging for the future. Who will probably be more inspired by today's diesels than yesterday's steam locomotives.

Alan Porter, our hard working Exhibition Manager, and yours truly on the right, counting out the loot on the Sunday evening, after barring the doors to the public before the social evening held in the lower hall.





WA Branch President Ted Thoday making a presentation to Graham Watson during the social on the Sunday evening; Past President Tony Gray watches on in the centre.

Thanks go to Simon Mead for taking the excellent pictures as a record of the Exhibition.

Kevin Derrick

CLASSIC QR RAIL MOTORS

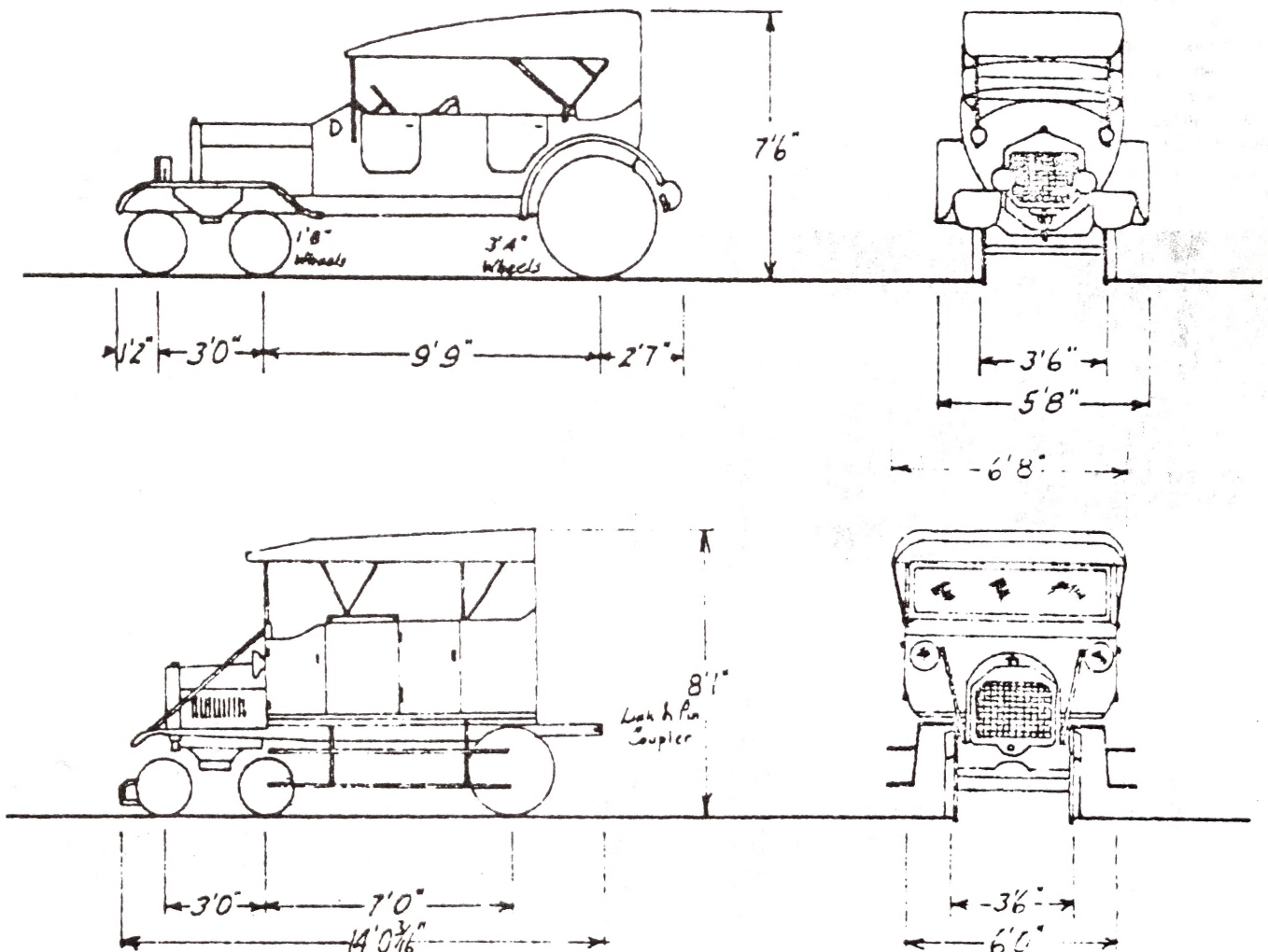
by S Malone

Continuing in this series for this issue, we take a look at the 'soft top' variety of the old time QR Rail Motors. This type looks more directly evolved from road vehicles than most other types.

The top drawing is the '40 Studebaker' class, numbered No 10.

The lower drawing is of the '35 Napier' class, numbered Nos 9 and 10.

That's all for this issue - see you next time. Our thanks to K McDonald who drew the drawings - borrowed from Arthur Robinson's collection.



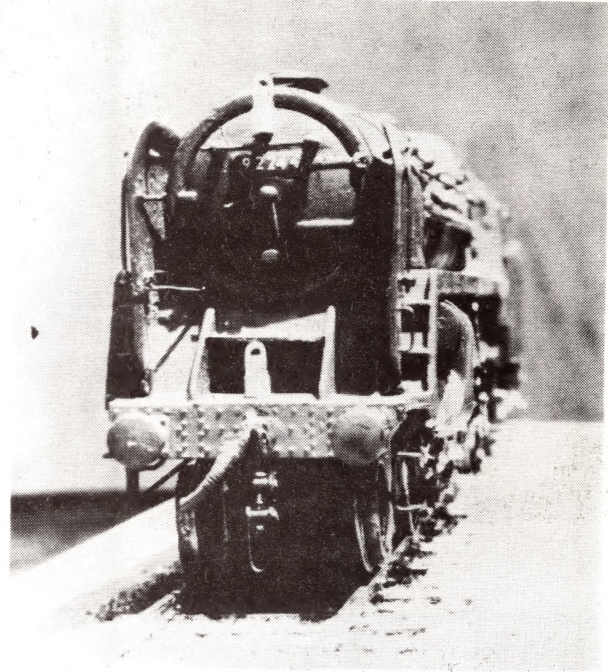
DETAILING A HORNBY 9F 2-10-0 LOCOMOTIVE

by George Noble

This particular loco was a model which I bought second hand; it turned out to be a nice running model, but the appearance left something to be desired. It was a model of the 'Evening Star', but was one of the early models by Hornby which used coloured plastic instead of painting the body. I decided to attack it after reading a copy of the English magazine 'Steam Railway' which featured a large colour photo of a 9F struggling up a grade with a load of ore wagons. This loco was in an unloved state, probably the dirtiest loco I have ever seen a photo of. I think before you start any project like this, a scale drawing, if possible, and photographs, showing relevant detail, are a must and they also show you how exactly the prototype was or might have changed during its life.

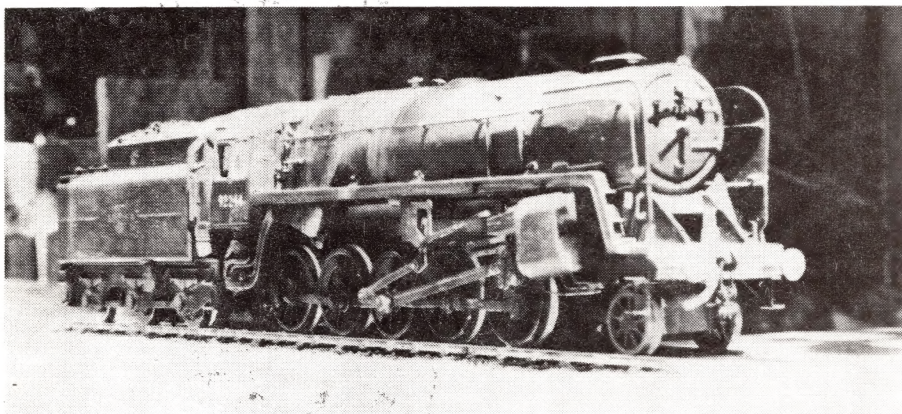
To start - all plastic imitation handrails were carefully trimmed off, then sanded with fine wet and dry paper. Next the fine moulding lines along the top of the boiler, etc, were carefully sanded off. Wire hand rails and brass knobs were fitted to the loco boiler, cab and smoke deflectors. Similar treatment was done to the tender sides and top rear. The plastic linkage on the boiler sides was trimmed off in similar fashion to the hand rails. New linkage was made from wire and glued on with super glue. A new smoke box door handle was trimmed off. The gap between loco and tender was overscale so a new draw bar was made from mild steel. Looking under the cab floor there was a complete absence of framing so I fabricated some from plastic and glued in position.

Next for attention was the pony truck. The hook and bar coupling and mounting section was sawn off to give a more realistic look. New steps were made from brass and glued on. A set of MGW wheels were fitted to the pony truck, which improved the look considerably. The piping underneath the cylinders was made from thin copper wire. A prototype chassis side in front of the



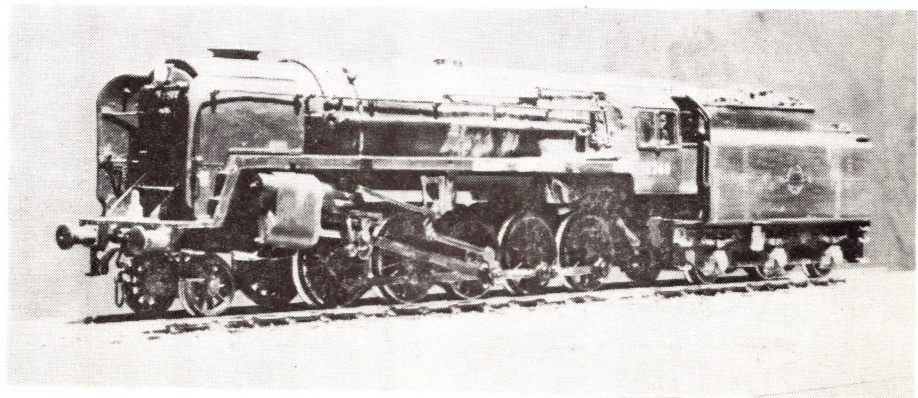
Completed loco. Full frontal. Notice supports for steps and smoke deflectors.

cylinders was made from plastic and ritted. A set of PC etched screw couplings were made and glued in position. A set of Springside lamps were glued in the position that was applicable. I crushed up some real coal and glued on top of the plastic coal. I thought after that I could have cut out the plastic coal and made up a new section which would have the coal load in the bunker a bit lower. A set of Ratio loco crew were installed for eternity on the foot plate. A loco crew seems to make a loco more realistic, like it isn't going around unattended.



Detailing as described transforms the loco from a toy to a lifelike miniature of the real thing.

Loco viewed from this side shows up the weathering to advantage.



Then came the painting. A custom colour of floquil paint was mixed. I used black and cream. To achieve a suitable colour I tried mixing a small amount and tried on a bit of scrap first. When satisfied I mixed enough to safely paint so that I wouldn't have to mix again and get a different shade. I constantly referred to the photo from the book; I think there is a good chance of achieving a realistic look this way. A similar technique was used for weathering the lime scale stains, dirt and rust stains. When weathering, practice on some scrap, as you don't want to make a mess of your already painted subject. The dry brushing is achieved by wiping most of the paint off the brush and lightly dabbing and stroking with the brush.

I employed Methfix lettering and transfers. The transfers looked too clean so I dry brushed slightly with a dirty colour to get the right amount of weathering. A shirt box lid supplied the clear plastic for cab glazing. They were carefully cut out and glued in with general purpose adhesive (UHU). Don't use super glue as it can smudge the plastic. Next the loco was given a coat of flat polyurethane to seal the paint finish and transfers.

Since finishing the loco, I have changed to EM gauge and have decided one day to build a scale chassis for it, fit EMGS wheels, this will also lower the loco, as with most Hornby locos, it stands about 2 mm too high.

BRIEF HISTORY OF THE GREAT WESTERN CASTLE IN W.A.

by Kevin Derrick

The history of 4079 'Pendennis Castle' is an interesting one. Built in 1924 as one of the 'Castle' class, these locos were well known for their exploits, either of speed or of load hauling. Pendennis was recorded as one of the best engines of the class. Not only did she burn less coal, but her timekeeping record was spot on.

Sent brand new to Old Oak Common engine shed in London as her first home depot, from here she took part in a famous engine exchange trial in 1925. The London and North Eastern Railway put forward a Gresley A1 class 'Pacific' as their worthy opponent.

The 'trials' were carried out on the LNER mainline between Kings Cross and Doncaster. Although Pendennis as a 4-6-0 was smaller than the Pacific, she proved far superior, justifying claims to being the best 'Castle' class loco built.

At the conclusion of the 1925 trials, Pendennis was exhibited at Wembley, standing alongside the famous 'Flying Scotsman'. Between 1924 and 1963, Pendennis served as a top mainline locomotive hauling the prestigious trains on the western lines. In 1964 Pendennis took part in trials to mark the 60th anniversary of the first locomotive to achieve 100 mph (160 km/h), having already been timed at 102.3 mph (164 km/h). However, it was during these trials some fire bars collapsed, and so she was withdrawn from service and condemned by British Rail. When individual mileage ceased to be recorded on 28 December 1963, Pendennis had already notched up 1,758,398 miles (2,813,437 km).

It seemed that on the evening of 9 May 1964, after the speed trial, that she had gone out with a spectacular bang, not a whimper and her working life was over. Mr Michael Higson stepped in

at this point and bought her and carried out restoration work while she was preserved at Didcot, the home of the Great Western Preservation Society.

Meanwhile the Hammersley Railway Historical Society was looking for a steam locomotive after their formation in 1975. NSW Government Railways were approached for a standard gauge steam locomotive, and while negotiations were proceeding, the NSW Government and Rail Museum expressed concern at the loss of the State's heritage. Subsequently these locos were bought by NSW Historical Societies.

Disappointed, the Society began looking at other engines. During this period, the late Sir Mark Turner was a visitor to Dampier. As a train buff, Sir Mark was interested in the Historical Society. Upon hearing the Society was looking for a steam locomotive, he remarked about the purchase of the 'Flying Scotsman' as a possibility. Nothing more was said.

Later that year, Sir Mark sent word to the Society, "I can't get you the 'Flying Scotsman', will 'Pendennis Castle' do?". It was later discovered that Sir Mark was a good friend of Mr Bill McAlpine (from England); the new owner of both the Flying Scotsman and Pendennis Castle. The purchase price of Pendennis was never made public; however, in 1977 she arrived on Australian soil. Rumour has it that the loco was a trade-off against a swimming pool at Dampier!

At the time of purchase, the loco was not in working condition, and before leaving England, \$78,000 was spent to ensure the loco complied with the WA Machinery Board standards.

The overhaul was carried out by mechanics from Steamtown, Cornforth, where Pendennis Castle had been stored. She then moved to Southampton and was shipped to Australia.

After nine months in storage at Eveleigh Carriage Workshops in Sydney, the loco steamed to Newcastle in Easter 1978 to be loaded onto the ship 'Iron Baron', along with Hammersley's three GE type locos, arriving in Dampier in mid 1978.

Since coming to the West she has seen occasional steamings to Dugite, Dingo and Paraburdoo on Hammersley tracks and her future seems assured.

WA Branch member George Noble has visited the Pilbara recently to ride behind the only Castle in the West, and George will be presenting some slides and films from his trip at the Meltham Clubrooms on Wednesday 14 November.

My thanks go to George Noble and the 'Hammersley News' for providing all the information.

HANDY HINT

Gordon Duncan

Want some scale size wire rope for a crane, a container or cargo sling, or a logging scene? Purchase a coil of 'picture wire' at your hardware store (around 50 cents). It is machine twisted from bright finished hard brass strands, and, when uncoiled, the stuff will immediately recoil itself as quick as an operating rat trap. Cut a piece overlength for your needs. Drive two nails a suitable distance apart partly into a plank, and stretch the picture wire tightly between them, twisting the ends round the nails. Apply flux, and 'tin' the wire with a film of solder. While the solder is still molten, wipe the length of the wire with a piece of rag to remove excess solder. Your cable is now quite docile, and will lay or bend precisely where you place it.

MORE MATCHBOX MODELS FROM THE NONNY MOUSE ARCHIVES

here's some more information on the 'Matchbox' range of model road vehicles. The first 11 from the 75 range were listed in the last issue of Journal. Once again, 'MW' stands for 'metal wheels'.

CAT NO	YEAR ISSUED	DESCRIPTION	COLOUR(S)		SCALE
12	1955	Land Rover	Green	MW	93/1
	1957	Land Rover	Green	MW	72/1
	1959	Land Rover	Green		68/1
	1966	Safari Land Rover	Green		72/1
			(Blue and green in 1968)		
	1970	Safari Land Rover	Metallic yellow		85/1
	1971	Setra Coach	Gold and white		100/1
13	1976	Big Bull(!)	Green and yellow		52/1
	1955	Bedford Wreck Truck	Red and buff	MW	125/1
	1957	Bedford Wreck Truck	Red and buff		111/1
	1959	Fordson Wreck Truck	Red		100/1
	1964	Dodge Wreck Truck	Red and yellow		85/1
	1970	Baja Dune Buggy	Green		49/1
	1978	Snorkel Fire Engine	Red and yellow		?
14	1955	Daimler Ambulance	Cream	MW	100/1
	1963	Bedford Lomas Ambulance	Cream		81/1
	1968	Iso-Grifo	Metallic Blue (Blue in 1970)		61/1
	1976	Mini Ha-Ha(!)	Red		53/1
15	1955	Prime Mover	Orange	MW	162/1
	1959	Atlantic Tractor	Orange		138/1
	1963	Refuse Truck/Tipper	Blue and orange		96/1
	1968	Volkswagon 1500	White (later Red)		59/1
	1972	Forklift Truck	Red and grey		62/1
16	1955	Low Loading Trailer	Buff	MW	162/1
	1959	Atlantic Trailer	Orange		138/1
	1964	Mountaineer Dump Truck	Orange and grey		109/1
	1969	Case Bulldozer	Red and green		82/1
	1975	Badger	Red		75/1
17	1955	Removals Van	Blue (Green in 1958)	MW	150/1
	1960	Austin Taxi	Crimson		72/1
	1964	Foden 8 wheel Tipper	Red and orange		102/1
	1968	Horsebox and horse	Red and green (Yellow and green in 1971)		92/1
	1973	The Londoner Bus	Red		121/1
18	1955	Caterpillar Bulldozer	Yellow and red	MW	137/1
	1957	Caterpillar Bulldozer	Yellow	MW	117/1
	1959	Caterpillar Bulldozer	Yellow		112/1
	1962	Caterpillar Bulldozer	Yellow		102/1
	1969	Field Car	Yellow and brown		64/1
	1975	Hondarora Motor Cycle	Silver and red		33/1
19	1955	MG Sports Car	Cream	MW	72/1
	1957	MG 'TD'	Cream		72/1
	1959	MG 'TF'	Cream		69/1
	1960	MG 'A'	Cream		61/1
	1961	Aston Martin Racing Car	Green		54/1
	1965	Lotus Racing Car	Green (later Purple)		54/1
	1971	Road Dragster	Red		65/1
	1977	Cement Truck	Red and yellow		65/1
20	1955	ERF Lorry	Crimson	MW	53/1
	1959	Lowside 8 wheel Truck	Blue	MW	125/1
	1965	Taxi Cab	Yellow		72/1
	1970	Lamborghini Marzel	Crimson (Red in 1971)		58/1
	1975	Police Patrol	White		61/1
21	1955	Long Distance Coach	Green	MW	153/1
	1958	Bedford Duple Coach	Green	MW	133/1
	1960	Milk Delivery Truck	Light Green		74/1
	1968	Foden Concrete Truck	Yellow and Red		89/1
	1973	Rod Roller (!!!!)	Yellow and Red		77/1
	1979	Renault 5TL	Blue (Yellow in 1980)		85/1
22	1956	Vauxhall Cresta	Maroon and cream	MW	78/1
	1959	Vauxhall Cresta	Pale Pink (Lilac and grey in 1960) (Metallic Bronze in 1961)		74/1
	1964	Pontiac Grand Prix	Red (later Purple)		72/1
	1970	Freeman Commuter	Metallic Purple		55/1
	1976	Blaze Buster (!!)	Red and yellow		90/1

CAT NO	YEAR ISSUED	DESCRIPTION	COLOUR(S)	SCALE
23	1956	Caravan	Light Blue	MW 80/1
	1959	Berkshire Cavalier Caravan	Light Blue	MW 80/1
	1960	Berkshire Cavalier Caravan	Yellow and green	80/1
	1961	Blue Bird Dauphine	Beige	80/1
	1964	Caravan Trailer	Beige	80/1
	1965	Caravan Trailer	Yellow and white	72/1
	1966	Caravan Trailer	Pink and white	87/1
	1970	Volkswagon Camper	Turquoise and orange (Orange in 1975)	63/1
	1976	Atlas Tipper	Blue and yellow	88/1
	1956	Wther (?) Hydraulic Excavator	Yellow	MW 88/1
	1958	Excavator	Yellow	MW 75/1
	1967	Rolls Royce Silver Shadow	Blue	67/1
	1968	Rolls Royce Silver Shadow	Metallic Red	67/1
24	1974	Racing Car	Yellow (Red in 1975)	54/1
	1979	Diesel Shunter	Yellow	?

MODELLING IN S_n3½

S_n3½ IN QUEENSLAND

by Tony Hughes

I joined AMRA Queensland Branch about a year ago because I was interested in modelling trains. At the Clubrooms, Big Jim showed me around the facilities available, and various types of modelling. I was impressed with the QR modelling, in particular the larger scales - S_n3½. I was interested in making my own S_n3½ model loco, but I didn't have too much available cash, so I brought in the only working loco I had, a Hornby 0-6-0 diesel shunter, painted in NSW colours, and asked the S_n3½ modellers present what could I do with it?

After going through the Club's huge range of plans, it seemed that there was really nothing much available - except for a QR B16½ No 204. This was a 'one only' loco in the QR fleet - originally built in 1918 to try out the wide firebox boiler, coke burning, the 2-6-2 wheel arrangement and Southern valve gear. No 204 was generally a troublesome loco and was soon converted to coal burning and relegated to shunt, goods and coal trains in the Brisbane area. No 204 was scrapped in 1950, after quite a long life for an experimental loco.

In starting the loco, it was found that the Hornby 0-6-0 mech fitted better with the motor pointing in the smokebox direction.

The boiler is a length of 25 mm electrical conduit with a cast plasti-bond smokebox door fitted. The boiler domes and stack are turned from brass on the Club lathe and plasti-bonded on and filed to shape. The running-boards and buffer beam are 0.060" styrene and the 'cab' is 0.030" styrene sheet.

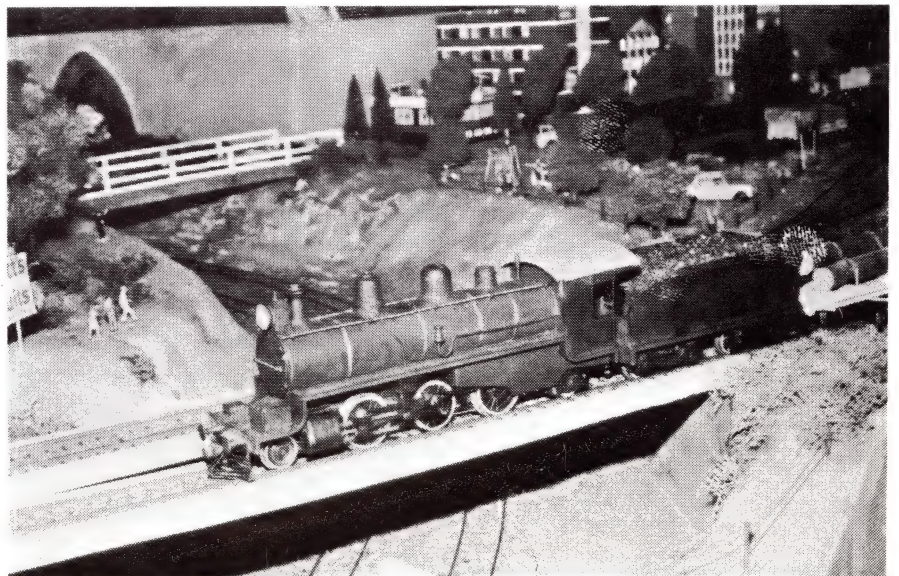
The mechanism was fitted with a Hornby 'Hall' class cylinders and Southern type valve gear fitted. For the front bogie a wheelset from the leading wheels of a Mainline class 45 diesel were used. Under the cab, a Lima trailing truck from a C38 was fitted.

The tender was fabricated from 0.010" brass shim and soldered together as part of a soldering lecture at the Club. The bogies are an H piece of brass folded and fitted with MGW bearings and Lima wheels - no problem of derailling here. Cast plasti-bond dummy side frames were fitted. Kadee No 16 couplers were installed and ERG coach buffers fitted.

The loco runs very well indeed, despite its Hornby origin and performed well at the last Queensland Branch Exhibition for long periods.

For further information on the QR B16½, I highly recommend John Armstrong's article in the ARHS Bulletin, February 1978.

Tony's S_n3½ B16½ No 204 hauls a goods train on Neil Johnman's QR layout at the Queensland Branch's 1984 show.



A SIMPLE TURNTABLE

by G A Cash

When designing and building my layout I set aside space for a turntable. However, when I finally got sick of turning my C38 by picking it up and replacing it back on the track, I was faced with either buying or building a suitable turntable. At this time, buying was out of the question, and I also discovered that a commercial model would probably not fit the available space. Thus, I was forced to build. After some thought, I came up with what is described below. It should really be termed a 'temporary' turntable, but it does allow me to turn my locos, even though it is still by hand. I have thought of ways of overcoming this as well, but have not constructed anything - yet.

The method I used is given only as a guide and readers will be able to use it, I hope, to build something better than I did.

1 I took a piece of three ply and cut a circle out of it. This gave a 'pit' of the desired diameter (see Fig 1).

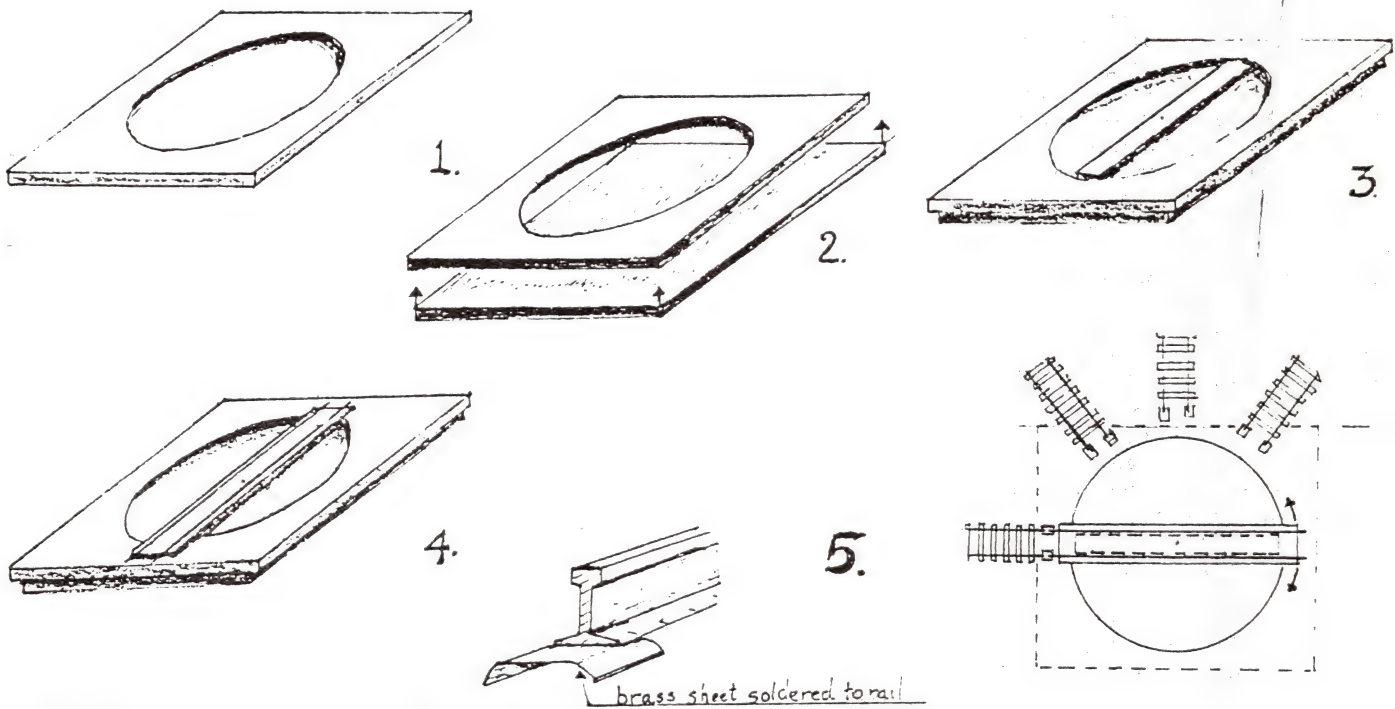
2 I took another piece of ply which was the same dimensions as the first and it was placed underneath the first to form the bottom of the 'pit' (see Fig 2).

3 A section through the centre of the circle cut out of the first piece of ply is retained and is used as the base of the turning section. In my case (HO scale) it was about 4 to 5 cm wide (see Fig 3).

4 I took another piece of thin ply whose width is close to that of a sleeper's length, and whose length was slightly longer than the diameter of the 'pit'. I used super glue to tack the rails in place on top of this piece of ply and later fixed them with epoxy (see fig 4).

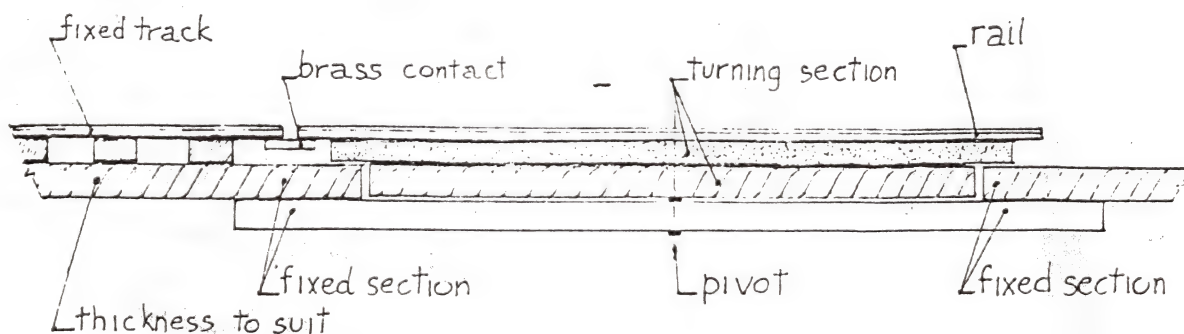
5 Power to the turntable is via the tracks leading to or from the turntable. This is achieved by soldering pieces of brass underneath the approach lines (see Fig 5). The rails on the turntable itself overhang a little way the ends of the turntable and thus make contact with the brass strips of the approach rails (see Cross Section).

This arrangement of power to the tracks of the turntable suits my layout as the two tracks leading to the turntable are already powered and I only have two storage roads. If your turntable leads to a roundhouse, then you will need another arrangement.



DETAIL OF CONTACT (not to scale)

PLAN (not to scale)



CROSS SECTION (not to scale)

NORTH AMERICAN HO SCALE DIESEL SURVEY

by Rober Bogie and Graeme Nitz

This survey is the result of a desire to provide those who model or who are planning to model North American Railroads with a list of commercially available models of diesel locomotives. It is arranged by the year in which the prototype entered service. As the locomotive builders often made changes to their products during their production runs, the date a particular locomotive type was first built refers to the version the HO model represents. We have only included models which are normally readily available, and not the limited production run brass models. For those who may wish to purchase a brass model, it is suggested that they obtain a copy of the most recent edition of the 'Brown Book'. This book is a list of all HO scale brass locomotives, railcars and traction vehicles. The most recent edition was issued in 1982, and it would not be a hard task to update by looking through the brass importers' advertisements in Model Railroader and Railroad Model Craftsman magazines since that date.

Some of the models may be sold under more than one label, and these are indicated by this symbol / appearing between the brand names. Also, a number of models have inferior detailing or performance compared to Athearn for example. Bachmann often has a well detailed body shell, but the mechanism does not run very well in comparison with Athearn, Atlas or GSB Rail. The same is also true for AHM (except their S-4 switcher which has poor body detail), Life Like, some Model Power locos, some Mantua/Tyco and Mehanoteknika. There is a wide range of detail parts available to detail any loco. These can be found in the Walthers catalogue, except for those made by Cary Locomotive Works. For information on the prototype, one of the best sources of information is 'The Second Diesel Spotter's Guide' and the 'Diesel Spotter's Guide Update' from Kalmbach Publishing. Model Railroader's Locomotive Cyclopedica - Vol 2 Diesel Locomotives has HO scale drawings of several diesel types and 'Our GM Scrapbook' covers the diesels built by EMD up to the end of the 1960s. Both these books are also by Kalmbach. For current information on diesel locomotives, the magazine 'Extra 2200 South' will prove invaluable. Magazines which will provide good modelling information are - Model Railroader, Railroad Model Craftsman, Mainline Modeler and Prototype Modeler.

The various columns in the survey are from left to right under each year - the prototype manufacturer, the model number of the prototype, its horsepower, wheel arrangement, the type of locomotive it is, production dates, the model manufacturers and which notes to read for further information. A small listing follows the list of diesels, and this covers electric locomotives.

NOTES

1 EMD E-4a and B only bought by Seaboard Air Line RR (later Seaboard Coast Line and now a part of Seaboard System)

2 EMD E-3, 4 and 6 are all identical externally

3 Cary FT units are designed to fit either Athearn or Hobbitown chassis which are F-7 chassis. FT units have different truck spacings, especially the B unit which had a large overhang at one end

4 A small number of railroads bought ABA sets of FT diesels in which the B unit did not have the usual overhang at one end and were known as FT-sb units. These ABA sets were permanently coupled.

5 Produced from 1942-1950 and were fitted with Alco's own design of trucks known as a 'Blunt' truck. 'Blunt' truck sideframes are available as parts from Trackside Parts to replace the sideframes on the Athearn chassis needed to power this kit.

6 Represents locomotives produced from late 1942/early 1943 till about 1949 before the single beam headlight was replaced by twin sealed beam units as fitted to Keystone's GE 70-ton unit.

7 Represents locomotives produced 1944 to 1950. Used Alco's 'Blunt' truck also.

8 Represents production from 1945 to early 1947

9 An ABBA demonstrator set was built in 1945 and production commenced November 1946. Model represents what is known as a Phase 1 version built up to mid 1947. The F-2a is identical to a Phase 1 F-3a.

10 Production details same as for F-3a. Model is a Phase 1 F-3b.

11 F-2b and Phase 1, 2 and 3 F-3b units are all identical externally

12 Built from late 1945 to approximately February 1949

13 Model Power FA/FB units are about one scale foot too long as they were made to fit the same firm's Baldwin RF-16's chassis and also have the same fuel tank moulding, making them appear a cross with an FA/FB-2. The body details indicate it is an FA/FB-1. Contrary to what a review in Model Railroader claimed, the Train Miniature models have the correct trucks, but sit too high on them. The magazine claimed that TM's models used Athearn's GE four-wheel trucks which were short in their wheelbase length. A scale ruler will prove that incorrect. Athearn's trucks have the correct length wheelbase.

14 Both Cary and Model Power's models represent production from 1946 to about early 1947.

15 Produced from July 1946 to November 1946, while the F-3 demonstrator toured the US railroads. Has the machinery of the FT units in a Phase 1 F-3 body.

16 Phase 2 F-3b built from mid 1947 till mid 1948

17 The BL-1 was originally a demonstrator unit. It is identical to the BL-2 and only the demonstrator unit was made and later sold to the Chicago and Eastern Illinois RR.

18 Model represents a Phase 3 F-3a built mid 1948 to August 1948. Cary calls their model a Phase 2 unit, but photos of their model show that it represents a Phase 3 unit.

19 Phase 3 F-3b produced from mid 1948 to August 1948.

20 Phase 4 F-3a and b were built from August 1948 to February 1949, and are identical externally with F-7 units. Sometimes known as F-5, though not officially called that by EMD.

21 Model Power refers to their unit as an E-9a, however, the radiator grill along the top of the side panels was used on E-8a units produced between February 1949 and October 1951, making the model an E-8. It also has a dynamic brake fan which only a few railroads had on their E-8s. E-8s produced after October 1951 and all E-9s can be modelled by replacing this grill with Detail Associates' 'Farr' air intake grill. Also most RRs applied this to their early E-8s.

22 Phase 1 F-7s built from February 1949 to October 1951. To model Phase 2 units, replace the grill along the top of the sides with Detail Associates' 'Farr' air intake grill. Again most railroads refitted their early F-7s with this part. Athearn makes the best representation of an F-7.

23 The FP-7 was a slightly lengthened F-7 used mainly for hauling passenger trains. Built from June 1949 to October 1951 for the Phase 1 version which the model represents. To model a Phase 2 unit, see notes 21 and 22.

24 Represents a Phase 5 version built from February 1949 to December 1949. Con Cor calls their model an SW-7.

25 Athearn calls their model an SW-1500, but in fact is an SW-7.

26 A PA-2 is identical externally to Athearn's PA-1.

27 A PB-2 is identical externally to Athearn's PB-2.

28 Represents production 1950 to 1954. Hobbytown markets this model as a separate body and chassis kit. To model the RS-3 you need to obtain their 'Alco road switcher' body kit and 'RS-3 power conversion kit'.

29 Identical to an S-1, except it has AAR Type A switcher trucks which are the same as those on the Athearn switcher chassis required to power this kit.

30 Identical to an S-2, except it also has AAR Type A switcher trucks.

31 Athearn's 'cow and calf', when run together, represent EMD's TR-4 model transfer unit, and when built normally had a drawbar between the two units, although some RRs fitted regular couplers at a later date. 'Calf' units were not sold as a separate unit to RRs.

32 These units are the B-B version of the so called 'C Liner' line of FM locos. The cab and booster units of both types were identical to each other. The model comes with AAR Type B road trucks, but this is incorrect. They should have FM's C-Line design; however, this is not available as a part yet. The booster units are only available occasionally.

33 Represents the final production version built from approximately 1950 to 1958.

34 To model use Hobbytown's Alco road switcher body kit and their RSD-5 power conversion kit.

35 Model was made to fit Athearn's EMD switcher chassis and is six scale inches too short.

36 Represents production from 1952 to early 1953.

37 Athearn calls their model a GP-9. However, it represents Phase 2 GP-7s built from July 1952 to December 1953. 48" dynamic brake fan is main spotting feature. Mainline Modeler magazine did an excellent series of articles on GP-7 and 9s in the October 1982, January, May 1983, March and April 1984 issues. An article on modelling GP-9s appeared in the June 1983 issue.

38 Known as the 'Trainmaster'. Athearn produces a standard version plus one detailed for the Southern Pacific RR.

39 Produced from March 1955 to 1963. Model should be fitted with C-Line trucks.

40 Has dynamic brakes. Dynamic brake feature on Alco diesels is not as obvious as EMD's DB feature.

41 Both models available come with high short hoods.

42 GP-18s were identical to Phase 3 GP-9s, except that they were fitted with grids over the radiator intakes and Phase 3 GP-9 units had chicken wire over these same intakes.

43 Bev-Bel, as well as Front Range Products, offer a GP-30 which is a Bachmann body on a modified Athearn chassis.

44 Experimental Diesel Hydraulic units only owned by the Southern Pacific and the Denver and Rio Grande RRs. Rio Grande sold their units to SP in 1964.

45 Tiger Valley offers C-420 units in four versions and C-424/5 units in eight versions. Railroad Model Craftsman will do a series on Alco's 'Century' diesels (any Alco unit with C in front of its model number), starting with the C-628 in the June 1984 issue. Lima/Model Power also offer a C-420.

46 The early production version built from 1963 to approximately January 1965. The later version was distinguished by a thinner frame above the fuel tank and a bulge on the roof immediately behind the cab. The two versions did overlap as the second version entered production in late 1964.

47 Represents units built from September 1963 to December 1964 which had the large one piece windshield.

48 Truck frames incorrect. A better model could be made by replacing the Mantua/Tyco chassis with one from a Mehanoteknika C-628 and a can motor added.

49 Athearn calls this a DD-40. This locomotive appeared in EMD's catalogue and a DD-35a shell was painted as a demonstrator DD-40, but it never entered production. By replacing the first and last radiator fan with a 36 inch fan, a correct DD-35a will result. Only Union Pacific RR had DD-35as.

50 This model closely represents those bought by Southern Pacific as it combines the tall cab option and AAR Type B road trucks, but does not have the usual lights which SP puts on the front of its diesels. See the October 1978 issue of Prototype Modeller for an article on modifying this model to represent other versions.

51 Both models are poor representations of the prototype.

52 Atlas makes both low and high short hood versions. The high short hood version was only owned by the Southern and Norfolk and Western RRs which recently merged to form the new Norfolk Southern RR. The model represents GP-38s which lack the 'paper air filter' option in front of the dynamic brake.

53 An SDF-40 is a SD-40 fitted with a steam generator compartment at the end of the long hood for use on passenger trains. Only the Great Northern RR and National Railways of Mexico owned SDP-40s.

54 Model designed to fit Athearn's switcher chassis. B Flexicoil truck sideframes are available from Trackside Parts to fit this chassis to represent those prototypes having this type of truck.

55 Represents units built from mid 1966 to December 1966.

56 Phase 1 U-30b units were built from December 1966 to December 1967 and are identical to the U-28b as produced by Athearn.

57 Phase 1 U-30c units were built from January 1967 to December 1967 and are identical to the U-28c as made by Athearn.

58 Originally built at the request of the Atchison, Topeka and Santa Fe Railway; some were also built for the Chicago, Milwaukee, St Paul and Pacific RR. With Amtrak taking over all US long distance passenger trains, these units are now all in freight service. The CMStP and P better known as the Milwaukee Road.

59 Again built at the request of the Santa Fe; this time for freight service; some were also built for the Great Northern, and as GN later became known as the Burlington Northern RR.

60 Phase 1 U-23b units were built from August 1968 till late 1968 and are identifiable by the fairing from the radiator to the top of the body side. What Athearn calls a U-30b is correct for the Phase 1 version.

61 Phase 1 U-23c units were built from March 1968 till late 1968 and are identifiable by the fairing from the radiator to the top of the body side. What Athearn calls a U-30c is correct for the Phase 1 version.

62 Phase 2 U-30b units were built from January 1968 till late 1968 and are identifiable by the fairing from the radiator to the top of the body side. What Athearn calls a U-30b is correct for the Phase 2 version.

63 Phase 2 U-30c units were built from January 1968 till late 1968 and are identifiable by the fairing from the radiator to the top of the body side. What Athearn calls a U-30c is correct for the Phase 2 version.

64 Represents units with no fairing built from late 1968 to August 1970.

65 Represents units with no fairing built from late 1968 to January 1975.

66 Owned by Union Pacific RR only.

67 Bachmann's unit is fitted with EMD Blomberg B trucks as used by Seaboard Coast Line RR and Auto-Train units. Athearn's U-33b is identical externally to a U-36b.

68 Represents SD-45 units built in 1971 at the end of SD-45 production when the sloping radiator grills were changed from a three-panel design to a two-panel design. Detail Associates has in their parts line both two and three-panel grills to replace those on this model which can easily be carried out.

69 Athearn's U-33c is identical to a U-36c.

70 Model has the paper air filter option.

71 In late 1976 and 1977, EMD made a number of changes to the external appearance of all its road switcher units (except the GP-15). The short hood was lengthened from the standard 81" to 88", the radiator grill was changed from a 'waffle' style to a corrugated style, the ratchet type handbrake was changed to a brakewheel, with the longer nose the previously optional anticlimber was no longer an option and in 1979 'Q' or Quiet fans were available as an option. From 1 January 1980 these fans, plus a modified exhaust stack, were required to be fitted to all new units to comply with new Federal noise emission regulations. GE has also had to make changes.

72 An Atlas GP-40 with a few minor dash two features will produce a pre 1977 GP-40-2.

73 Basically a GP-40-2 fitted for passenger service with a cowl type body. Mainline Modeler magazine did an excellent series of articles on the prototype and modelling the F-40ph using the Life Like unit as a basis. This series appeared

in the June, July, November and December 1983 issues.

74 The 'Tunnel Motor' version of the SD-40-2 and is representative of units on the D and RWG. SP modellers need only add the extra lights that SP uses on all its motive power. Only these two roads owned tunnel motors.

75 Is a B-23-7 fitted with the optional 'crew or 'Quarters' cab so that all crew members are at one end of the train and negating the need for a caboose. Only 10 units built so far, all in November 1978 for the Seaboard Coast Line, which is now a part of the Seaboard System RR.

76 From late 1968 all GE road switcher units no longer had the fairing in front of the radiator panels. This is easily removed from the models to produce a U-boat built after 1968. In 1972 the 'floating bolster' truck, which was an option on four motor units, was standard on all orders of four motor units, and in the same year, GE introduced the XR (Extra Reliability) option of internal improvements. Units built with this option have a slightly different external appearance, mainly towards the rear of the long hood. Trackside Parts now offers 'floating bolster' truck sideframes.

77 Built originally for the Pennsylvania RR and later ran in the colours of Penn Central, Amtrak, Conrail and New Jersey Transit. All are now withdrawn.

78 Steam heat version. Amtrak is disposing of these electrics to NJ Transit and anyone else who wants them. Originally built only for Amtrak.

79 Electric heat version of the E60cp.

80 An SD-7 differs from an SD-9, mainly in the position of the classification lights. Athearn's SD-9 will easily pass for an SD-7.

81 GP-38ac units without the paper air filter option are identical to the Atlas GP-38.

82 The Rivarossi/AHM E-8a represents an E-8 built from October 1951 to 1953 and all E-9a units. It is not as good a model when compared to a Model Power unit with the grill replaced.

Walters also has available a GE E60cf electric locomotive. This is just a single ended version of their E60cp and has no prototype. The Tyco GG-1 is a very poor replica of a GG-1. A number of model manufacturers also produce small industrial type diesels, and these seem to be more freelance than scale models as no prototype could be found to identify them.

Abbreviations used in this survey are as follows:

AHM	Associated Hobby Manufacturers
Alco	American Locomotive Company, later known as Alco Products
Baldwin LH	Baldwin Lima Hamilton Corporation
Cary	Cary Locomotive Works
EMD	Electro-Motive Division, General Motors Corporation
FM	Fairbanks-Morse
GE	General Electric Company
GSB	GSB Rail Ltd
Hobbytowntown	Hobbytowntown of Boston
IHC	International Hobby Corporation
IR	Ingersoll-Rand
Keystone	Keystone Locomotive Works
MDC	Model Die Casting (Roundhouse)
Meh	Mehanotehnika
MP	Model Power
Riv	Rivarossi
Smokey V	Smokey Valley Railroad and Machine Co
Tiger Val	Tiger Valley Models
TM	Train Miniature

DIESEL LOCOMOTIVES

HP

NOTE

1924

Alco/GE/IR 60 ton 300 B-B Boxcab

1924-1928 MDC

1938

Alco HH600 600 B-B Switcher

1938-1939 Walther's

EMD E-4a 2000 A1A-A1A Cab Unit
E-4b 2000 A1A-A1A Booster Unit

1938-1939 Cary 1, 2

1938-1939 Cary 1, 2

1939EMD E-3a 2000 A1A-A1A Cab Unit
E-3b 2000 A1A-A1A Booster Unit
E-6a 2000 A1A-A1A Cab Unit
FTa 1350 B-B Cab Unit
FTb 1350 B-B Booster Unit

1939-1940 Cary 2

1939 only Cary 2

1939-1942 Cary 2

1939-1945 Cary 3

1939-1945 Cary 3, 4

1940

EMD E-6b 2000 A1A-A1A Booster Unit

1940-1942 Cary 2

1942/3

Alco S-1 660 B-B Switcher

1942/3-1950 Smokey V 5

GE 44 ton 400 B-B Switcher

1942/3-1949 Keystone 6

1944

Alco S-2 1000 B-B Switcher

1944-1950 Cary 7

1945EMD E-7b 2000 A1A-A1A Booster Unit
F-3a 1500 B-B Cab Unit
F-3b 1500 B-B Booster Unit
SW-1 600 B-B Switcher

1945-1947 Cary 8

1945-1947 Cary 9

1945-1947 Cary 10, 11

1945-1949 AHM 12

1946Alco FA-1 1500 B-B Cab Unit
FB-1 1500 B-B Booster Unit
PA-1 2000 A1A-A1A Cab Unit
PB-1 2000 A1A-A1A Booster Unit
RS-2 1500 B-B Road switcher

1946-1950 MP & TM 13

1946-1950 MP & TM 13

1946-1950 Athearn

1946-1950 Athearn

1946-1950 AHM & MP

EMD E-7a 2000 A1A-A1A Cab Unit
F-2a 1350 B-B Cab Unit
F-2b 1350 B-B Booster Unit

1946-1947 Cary & MP 14

1946 only Cary 9, 15

1946 only Cary 11, 15

1947

EMD F-3b 1500 B-B Booster Unit

1947-1948 Cary 11, 16

1948EMD BL-1 1500 B-B Road Switcher
BL-2 1500 B-B Road Switcher
F-3a 1500 B-B Cab Unit
F-3b 1500 B-B Booster Unit
F-3a 1500 B-B Cab Unit

1948 only AHM 17

1948-1949 AHM

1948 only Cary 18

1948 only Cary 11, 19

1948-1949 Athearn, Mantua/Tyco & Life Like 20

1948-1949 Athearn, Mantua/Tyco & Life Like 20

1948-1949 Athearn, Mantua/Tyco & Life Like

1949EMD E-8a 2250 A1A-A1A Cab Unit
F-7a 1500 B-B Cab Unit
F-7b 1500 B-B Booster Unit
FP-7 1500 B-B Cab Unit
NW-2 1000 B-B Switcher
SW-7 1200 B-B Switcher

1949-1951 MP 21

1949-1951 Athearn, Mantua/Tyco & Life Like 22

1949-1951 Athearn, Mantua/Tyco & Life Like 22

1949-1951 Athearn, Mantua/Tyco & Life Like 22

1949-1951 Atlas 22, 23

1949 only Con-Cor 24

1949-1951 Athearn 25

		HP					NOTE
<u>1950</u>							
Alco	PA-2	2250	A1A-A1A	Cab Unit	1950-1952	Athearn	26
	PB-2	2250	A1A-A1A	Booster Unit	1950 only	Athearn	27
	RS-3	1600	B-B	Road Switcher	1950-1954	Hobytown	28
	S-3	660	B-B	Switcher	1950-1953	Smokey V	29
	S-4	1000	B-B	Switcher	1950-1954	Cary, AHM	30
Baldwin LH	RF-16	1600	B-B	Cab Unit	1950-1953	MP, Mantua/Tyco	
	RF-16b	1600	B-B	Booster Unit	1950-1953	MP	
EMD	TR-4	2400	B-B+B-B	Transfer Unit	1950-1951	Athearn	31
FM	CFA-16-4	1600	B-B	Cab Unit	1950-1953	AHM, Riv, Meh	32
	CFB-16-4	1600	B-B	Booster Unit	1950-1953	AHM, Riv, Meh	32
	CFA-20-4	2000	B-B	Cab Unit	1950-1953	AHM, Riv, Meh	32
	CFB-20-4	2000	B-B	Booster Unit	1950-1953	AHM, Riv, Meh	32
GE	70 ton	500-600	B-B	Switcher	1950-1958	Keystone	33
<u>1951</u>							
Alco	RSD-4	1600	C-C	Road Switcher	1951-1952	Hobytown	34
Baldwin LH	S-12	1200	B-B	Switcher	1951-1956	Athearn	35
EMD	E-8a	2250	A1A-A1A	Cab Unit	1951-1953	Riv/AHM	82
<u>1952</u>							
Alco	RSD-5	1600	C-C	Road Switcher	1952-1953	Hobytown	34, 36
EMD	GP-7	1500	B-B	Road Switcher	1952-1953	Athearn	37
	SD-7	1500	C-C	Road Switcher	1952-1953	Athearn	80
<u>1953</u>							
FM	H-24-26	2400	C-C	Road Switcher	1953-1956	Athearn	38
<u>1954</u>							
EMD	F-9a	1750	B-B	Cab Unit	1954-1958	Bachmann	
	SD-9	1750	C-C	Road Switcher	1954-1958	Athearn	
<u>1955</u>							
FM	H-16-44	1600	B-B	Road Switcher	1955-1963	Bowser	39
<u>1956</u>							
Alco	RS-11	1800	B-B	Road Switcher	1956-1961	MP/Meh	40
<u>1958</u>							
EMD	SD-24	2400	C-C	Road Switcher	1958-1963	Atlas, Man/Tyco	41
<u>1959</u>							
EMD	GP-18	1800	B-B	Road Switcher	1959-1963	AHM/Meh	42
	GP-20	2000	B-B	Road Switcher	1959-1962	Man/Tyco	
<u>1961</u>							
EMD	GP-30	2250	B-B	Road Switcher	1961-1963	Bach, Bev-Bel	43
Krauss-Maffei	-	4000	C-C	Cab Unit	1961 only	IHC/Riv	44
<u>1963</u>							
Alco	C-420	2000	B-B	Road Switcher	1963-1968	Tiger Val	45
	C-424	2400	B-B	Road Switcher	1963-1967	Tiger Val	45
	C-628	2750	C-C	Road Switcher	1963-1968	AHM/MP/Meh	
EMD	GP-35	2500	B-B	Road Switcher	1963-1965	Athearn	46
GE	U-25c	2500	C-C	Road Switcher	1963-1964	Riv	47
<u>1964</u>							
Alco	C-425	2500	B-B	Road Switcher	1964-1966	Tiger Val	45
EMD	SD-35	2500	C-C	Road Switcher	1964-1966	Atlas, Pemco	48

HPNOTE1965

Alco	C-630	3000	C-C	Road Switcher	1965-1967	Man/Tyco	48
EMD	DD-35a	5000	D-D	Road Switcher	1965 only	Athearn	49
	GP-40	3000	B-B	Road Switcher	1965-1971	Atlas, Bachmann	

1966

Alco	C-415	1500	B-B	Centre Cab Unit	1966-1968	Meh	50
	C-430	3000	B-B	Road Switcher	1966-1968	Man/Tyco, Pemco	51
EMD	GP-38	2000	B-B	Road Switcher	1966-1971	Atlas	52
	SD-40	3000	C-C	Road Switcher	1966-1971	AHM, Meh, MP	
	SDP-40	3000	C-C	Road Switcher	1966-1970	Athearn	53
	SW-1500	1500	B-B	Switcher	1966-1974	Cary	54
GE	U-28c	2800	B-B	Road Switcher	1966 only	Athearn	55
	U-30b	3000	B-B	Road Switcher	1966-1967	Athearn	56
	U-30c	3000	C-C	Road Switcher	1967 only	Athearn	57

1967

EMD	FP-45	3600	C-C	Cowl Type Unit	1967-1968	Athearn, Lima/PMI & AHM/Meh	58
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1968

EMD	F-45	3600	C-C	Cowl Type Unit	1968-1971	Athearn	59
GE	U-23b	2300	B-B	Road Switcher	1968 only	Athearn	60, 76
	U-23c	2300	C-C	Road Switcher	1968 only	Athearn	61, 76
	U-30b	3000	B-B	Road Switcher	1968 only	Athearn	62, 76
	U-30c	3000	C-C	Road Switcher	1968 only	Athearn	63, 76
	U-33b	3300	B-B	Road Switcher	1968-1970	Athearn	64, 76
	U-33c	3300	C-C	Road Switcher	1968-1975	Athearn	65, 76

1969

EMD	DDA-40x	6600	D-D	Dual Engine Unit	1969-1971	Bachmann	66
GE	U-36b	3600	B-B	Road Switcher	1969-1974	Athearn, Bach	67, 76

1971

EMD	GP-38AC	2000	B-B	Road Switcher	1971 only	Atlas	81
	SD-45	3600	C-C	Road Switcher	1971 only	Athearn	68
GE	U-36c	3600	C-C	Road Switcher	1971-1975	Athearn	69, 76

1972

EMD	GP-38-2	2000	B-B	Road Switcher	1972/1976/7	Life Like	70, 71
	GP-40-2	3000	B-B	Road Switcher	1972-1976/7	Atlas	71, 72
	SD-40-2	3000	C-C	Road Switcher	1972-1976/7	GSB, Bach	71

1976

EMD	F-40PH	3000	B-B	Cowl Type Unit	1976-present	Life Like, Bach	73
	SD-40-2	3000	C-C	Road Switcher	1976/7-1979	Athearn	71
	SD-40T-2	3000	C-C	Road Switcher	1976/7-1979	Athearn	71, 74

1978

GE	BQ-23-7	2250	B-B	Road Switcher	1978-present	Bachmann	75, 76
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ELECTRIC LOCOMOTIVES1934

GE/PRR	GG-1	4800	2-C+C-2	Dual Service Unit	1934-1943	Riv/AHM/IHC, Pemco & Tyco	77
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1974

GE	E60CP	6000	C-C	Passenger Unit	1974-1975	Bachmann	78
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1975

GE	E60CH	6000	C-C	Passenger Unit	1975 only	Walthers	78, 79
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FREE RUNNING FOUR WHEELERS

by W. M. Secker

The BGM injection moulded kits of the VR U and T vans make up into some very nice looking models.

Their running qualities, however, leave something to be desired. This is probably the result of using a rather soft type of plastic.

Bob Dunn suggests to put some powdered graphite into the axle boxes, and this does improve things.

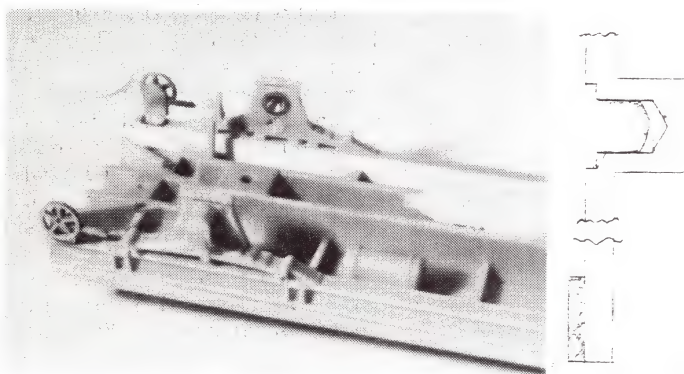
But I like to have my four wheelers run as freely as bogie vehicles. Therefore, as an experiment, I fitted North Yard brass bearings to one of my U vans to see if it would bring a worthwhile improvement. It certainly did! On a given slope this van runs almost as far as a UB van. On this same slope the graphite treated van would barely roll.

Fitting these brass bearings is quite simple. With a 2 mm drill, deepen the existing indent to about 3 mm. Then with a 3.25 mm (1/8") drill, remove sufficient material to allow the shoulder of the bearing to be flush with the inside surface of the side frame. Press the bearing in place (see sketch).

Cut a 3 mm wide strip of 20 thou styrene and glue this to the inside of the side frame (see photo). This puts the side frames 1 mm further apart and provides the necessary side play for the 26 mm axles.

These brass bearings can, of course, be fitted to any four wheeler or any bogies. As long as the distance between the bearing collars is 22.8 mm (± 0.2) when using 26 mm axles.

NOTE: Use 21.8 mm apart for 25 mm axles and you won't need the 20 thou strip - Editor



Dark areas show the brass bearings in the axle box and the 20 thou strip.

CONFUSION

by W. M. Secker

There is a certain amount of confusion around as to which axle length is to be used for replacement of the Lima wheel sets. The Lima axles have varied over the years between 24.5 and 25 mm.

The most common length is 24.7 mm.

Therefore, the closest available axle length produced in Australia and New Zealand is 25 mm.

Not 23.8 mm as is sometimes indicated.

QUEENSLAND PROTOTYPE RAILWAY MODELLING

by Chris Malone

As you might already know, the QR's wagon stock is very diverse. I will attempt here to list some prototype train arrangements which could easily be duplicated in model form.

PART ONE : NORTHSIDE SHUNT TRAINS

Strathpine Shunt (7105/7012)

This train would usually head out of Mayne about 9 am, spending an hour at Strathpine and returning by 11.30 am. An example would be 1720 class DEL, 3 x QLX, FJS, MS van.

Petrie Shunt (7193/7032)

This train usually runs to Petrie about 4 am, but can run later. The return journey takes just after peak hour. These trains run to the APM Mill at Petrie with log-loaded S wagons and a few VJMs of coal. 7032 was sighted recently in an easily modelled form - 1400 class DEL, 2 x FJS van.

Cannery Shunt

There are a few trains a day which go to the Golden Circle Cannery at Bindha. Around midday is a good time to see one. Usually the train is made up of crate-loaded FJS, H and HJS wagons. A DH class usually shunt the cannery between 9 am and 3 pm, and can also shunt the Northgate Workshops.

Albion Shunts

Are usually worked three times a day between Mayne Yard and Albion. Because of the short distance, a van is not required. A typical train would be 1720 class, 2 x HJM (Malt), 2 x WHA and possibly a QGX.

There are other different shunts like the one to Zillmere and Suburban Roadside trains. The latter, until recently, were worked by 1900 class RMs, but now are run by a DH and van.

Next issue I will hopefully focus on Southside Goods trains.

Here are some compositions you QR modellers might like to try:

Proston Goods - DH, FGW, CLF, QLX, FJS, van

Yarraman Goods - C17, 3 x F, 2 x FJS, 2 x S, van

Beauresert - 1720, QLX, 8 K/KA, QLX, 3 x FJS, van

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MAKING A COMEBACK

by Frank Sheeran

On the back wall of the Library at Victorian Branch HQ, there is a display case of old trains. Lionel, Hornby 0 gauge and Dublo three-rail, Trix-Twin and some early Tri-ang. There is still room for more, and rightly so, for they are part of the tradition of our hobby. The COM's intent is not quite clear. They may well be there for conversation pieces. Perhaps they are there in mothballs against the day when members tire of the tantrums of their intricate plastic and brass wonder-pieces, many of which will be long gone, or remeched, while out there in the dark corners of the labyrinth we call 'the hobby', the old-timers will continue to roll. Indeed, partly through renewed interest, and partly because of high prices for today's products, more are probably back in action today than 20 years ago. If, indeed, others are getting pleasure out of the old-timers, one cannot help but wonder if the pampering of all the new pretty pieces has spoilt us.

Certainly devotees of old trains seem no different to the average AMRA member. They range from the sensible to the downright weird. (There is no compulsion about the latter, but, speaking personally, I've found it a great help.) Except for their individual physical differences and interests, they are the same. At meetings, a few run trains, while the rest stare vacantly at the layout and draw energy and stimulation to discuss a multitude of matters. They attend auctions, and wonder why the heck they brought what they did when they get home - and, like some of us, some of them take whatever it was right back to the next auction. Needless to say, treasurers conform as they note this - while happily calculating Club commissions.

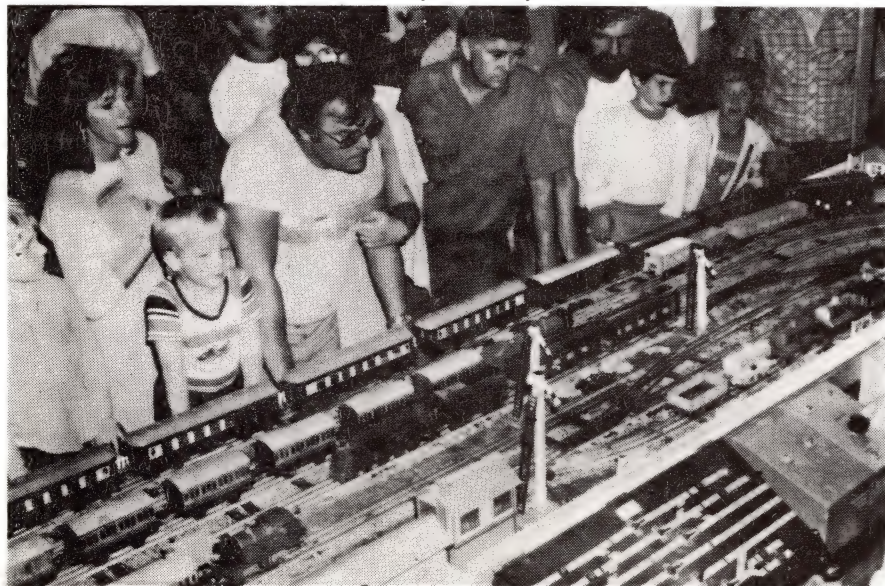
A few, sadly, are shelf collectors who know little of trains as a hobby. Some of these are preyed upon by 'antique' dealers who buy 'wholesale' from the most expensive overseas auction houses. Unfortunately they are paying far more than they need, and, anyhow, in terms of 'man working hours cost', old trains built in the 30s are really cheaper today, fully restored, than they were in the 30s and therefore of no value as investments. Most, however, are not a bunch of reactionaries running old trains into the ground. In the USA there is a massive spare parts industry supporting the devotees of Lionel. In a recent issue of the 'Hornby Railway Collector'

house journal of the British HRCA, a member wrote of their recent spare parts directory, "...the most comprehensive list of spare parts available for any product which has ceased to be manufactured...enthusiasts of Morris Minors, etc, would be very envious of facilities available to Hornby enthusiasts." So advanced is the British enthusiasts' technology that, three years ago in their journal for April, a drawing dated 1 April was published. It appeared to represent a hitherto unknown 0-4-4T of the Hornby tinplate range, and it certainly had the touch of the Hornby house-style on every part. This was a piece of April foolery where the parts from two locomotives were combined to create a third. In the best tradition of GWR, a new locomotive had been created without the need to design one new part. Two months later, several of these machines were seen running at British meets. Meanwhile, this year in Australia, a reproduction run of the Hornby version of LMS bogie coaching stock is about to happen.

Many readers probably still have Dublo A4 locomotives, a considerable number of which had warped plastic tender tops. Recently a young South Australian member of the HRCAA came upon a near perfect original. Using dental mechanic's technology, he made a duplicate master, and, after correcting the faults, ran off a batch of replacements for some of his friends. Last year, from 200 miles out of Brisbane, a batch of the rather rare circa twenties Hornby 4-4-4 tanks materialised. Except that they were made of brass and powered by Lionel 0-4-0 post war repro mechs.

It seems that the 'malady' of the old-time 0 gauge has spread to Melbourne too, where Manfred Ebinger, an otherwise clean-living and healthy AMRA 00 British enthusiast, is behind a 'plot' to erect a high-level 0 gauge double-track circuit in the Glen Iris Clubrooms. It will have facilities for inside and outside third-rail pick-up. Any old brass rail to Manfred, please, chaps. Meanwhile, does anybody have a fork lift? They're going to need it when a train stalls!

Trix-Twin is a system well worth remembering. Back in the 30s it was possible to double-head with two independently controlled locomotives. This was by virtue of running rail pick-up and centre rail common return. Trix was robust and reliable. As a boy I spent many happy hours operating Trix with a friend and dreaming of a massive layout where one could achieve most of the operating movements seen on the real railways. There are a few Trix devotees around. Perhaps

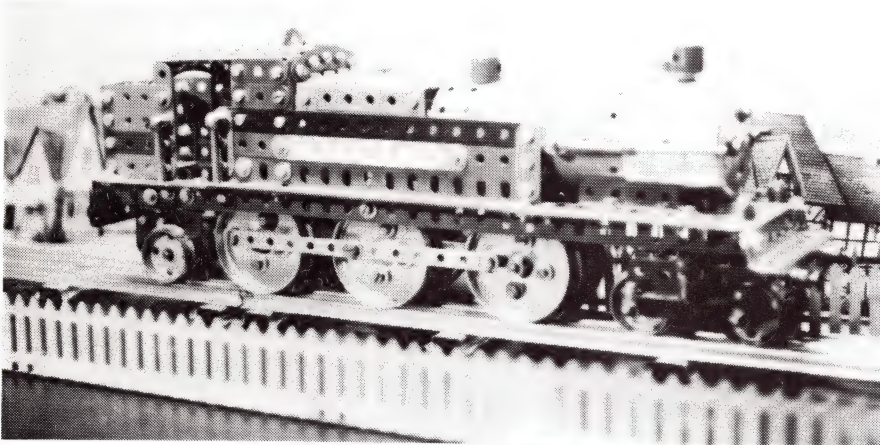


One of several 0 gauge tinplate exhibition layouts that has featured in AMRA exhibitions over recent years. Victorian members may be able to identify a Robilt Spirit of Progress. Most of the items on this layout were made just prior to, or after, World War 2.

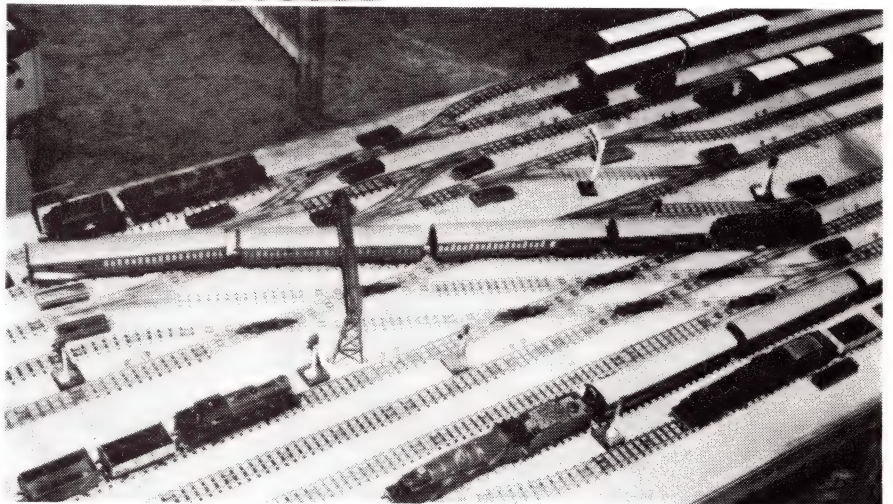
they will surface at an exhibition with the layout of my dreams.

And whatever happened to the old Tri-ang TT system? There was a lot sold here in Melbourne until N gauge appeared. And who can remember the train sets you could buy in G J Coles for 2/6 up till 1941? They were made in Japan and one represented the Spirit of Progress, complete with the observation car. The gauge was very interesting. S gauge, very popular with the Americans, but little known out here now. Or is it? Recently a respectably sized exhibition layout in S gauge was sold out of Melbourne to Wagga Wagga.

I remember well a massive fully remote controlled S gauge American system upstairs in a Brisbane Department Store in the early 50s. Everything was worked from a signal box like overhead control booth, and, in the two hours I spent watching trains running, stopping, starting and freights being made up and broken in the yards, I did not see one instance of human presence on that layout. NOT ONE. NO FLUSTERED OPERATORS AND ABSOLUTELY NO CRANE SHUNTING.

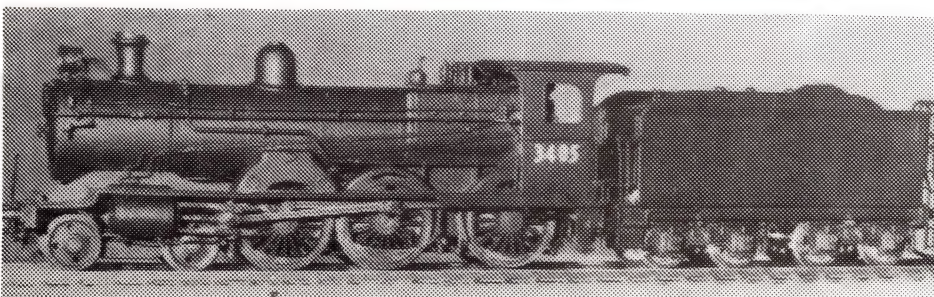


Hornby Dublo three-rail was designed in the mid 30s and the track system resembles early Marklin with which it could be made compatible. From that time onwards, fully functional model railways became a possibility. Actually I have sighted drawings of a mech design that dates back to 1932. They suggest that even then the hobby was ahead of the trade. This layout is still under construction.



CAN YOU SPOT THE BOO BOO?

OR, HOW NOT TO TAKE PHOTOS OF YOUR MODELS



As a follow up to the excellent article on model photography by John Thomas in Journal 160, always ensure that your models sit squarely on the track. Note the flange of the trailing driving wheel - it's sitting on top of the rail.

We all know that this hobby, our hobby, is slap-bang in the middle of a technological revolution. We have it all laid on. The chips, the flexible track and the pre-made pointwork, for goodness sake. Yet that gigantic layout, which was about the same size - perhaps a little bigger than the Glen Iris HO - was fully portable and hand laid in brass. Where are the 'oldtimers' who created that masterpiece, with the know-how of their minds and the skill of their hands? Do we represent a hobby that really isn't any more? Are we the 'would-be's' who have yet to achieve what some 'has-beens' have been and done over a quarter of a century ago?

Consciously or subconsciously, members of clubs see themselves as custodians of the hobby's image. If we don't, then we should. It seems that, while we have advanced the hobby as an art-form and created fantastic static reality, we fail as performers at exhibitions. We do not present the detail of action with our models as was once done. Wasn't this what was so absorbing about real trains and apparently something the oldtimers knew well? Maybe we don't care any more, or maybe we plain don't know?

Maybe it's time we made a comeback.

There was the time when items made of Meccano were quite common as part of a layout. Obviously this product belongs to another generation, and certainly requires more skill than Lego. Of interest about this 4-6-2T is that before he commenced making it, the owner probably had to restore the Meccano itself. The replica track is made in Melbourne and the fence in Queensland.

MINIMUM MASS FOR CARRIAGES IN HO SCALE

by Terry Flynn

This table of optimum mass for HO scale rolling stock was presented at the recent 'Modelling The Railways of NSW' Convention.

SCALE LENGTH	LENGTH	MASS	
HO feet	mm	grams	
5		10	
10	35	20	
15		30	
20	70	40	4 wheel wagons
25		50	
30	105	60	
35		70	
40	140	80	Bogie wagons
45		90	
50	175	100	
55		110	
60	210	120	
65		130	
70	245	140	Passenger stock
75		150	
80	280	160	
85		170	
90	315	180	
95		190	
100	350	200	

FORMULA 1 HO scale foot = 2 grams

Valid for use on layouts with a minimum radius of 760 mm

BOOK REVIEWS

BR STEAM MOTIVE POWER DEPOTS - WR

by Paul Bolger

ISBN 0 7110 1311X 128 pages

Published by Ian Allan Ltd Price - £6.95

This volume, from the series, deals with all the Western Region engine sheds from 1950 to 1965, when steam was all but finished on Western metals.

Each of the 63 sheds, yes that is right, 63 sheds, is listed with the pre-Grouping Company of origin, date of closure, shed code, track plan, a few photographs and a catalogue of the locomotives allocated there for August 1950, March 1959 and May 1965.

So, for us modellers, we can study the prototype track plans for an authentic track layout for the engine shed of our 'favourite' prototype or decide on the correct locomotive number for the particular area we are modelling. Or we can just sit back in our armchairs and read through the allocations, thinking back to shed visits; the hiss of steam, the clank of engine movements and the sight of smoke suspended from the ceilings above the many varieties of engine in different stages of repair.

This book will assist the average enthusiast, modeller or historian in a search for information on Motive Power Depots - the home of steam locomotives.

Thanks go to Peter Dean for loaning this book to me for the purposes of review - Kevin.



Gianni Mainella
via G Leopardi, 1
86170 ISERNIA
Italy
Tel 0865/3383

Dear Mr Clarke

I'm a 19 year old Italian railway enthusiast.

After reading a long article, in an Italian model railway magazine, about the Australian railways I became very interested in them.

I've already wrote to the Westrail Department and they sent me some pictures and a book on the history of Western Australia railways.

But I'd like to make a contact with an Australian modeller in order to have a wider exchange of ideas, information and pictures on railways of our two countries, since I think that railways are also a means to know better a country so far from mine.

If you cannot accept my offer, I hope you will be able to find someone who can.

Many thanks and best wishes.

Gianni Mainella

Queensland Railways
Office of the Commissioner
19 June 1984

Dear Mr Woods

I refer to your letter of the 12th March 1984, addressed to the Honourable the Premier, Sir Johannes Bjelke-Petersen, a copy of which was forwarded to this Department by the Co-ordinator General and in which suggestions are made by yourself for the conversion of the Queensland Railway System to standard gauge as well as other matters.

A perusal of your letter reveals that basically points are raised by you broadly upon the following aspects:

- 1 Choice of gauge for both suburban and State-wide rail transport.
- 2 Provision of Gold Coast Railway.
- 3 Extension of standard gauge from South Brisbane to Roma Street.
- 4 Higher speed passenger and freight service throughout Queensland.
- 5 Boggabilla to Goondiwindi rail connection.
- 6 Interlinking of Darwin to Queensland and New South Wales rail systems.
- 7 Retrofitting of standard gauge bogies to existing locomotives.
- 8 Loading gauge restrictions.
- 9 Reciprocal pensioner travel concessions.

Dealing with each point in turn the following comments are offered.

1 The restricting elements in the determination of the acceptable speed for the Brisbane Suburban System are those of 'Alignment' (i.e. the existence of a high proportion of relatively sharp curves and the shared duty of the rail system. In the first instance, it would be commercially and socially impracticable to resume large areas of land to provide a much improved route and indeed by Policy Direction this approach was ruled out when suburban electrification was first seriously considered.

In the second instance the rail cants which are acceptable for high speed are quite unacceptable for the slower speed freight traffic which must also be accommodated over the same sections of the track. When possible, the established

ideal practice, is to provide dedicated high speed sections which are reserved exclusively for such traffic. The capital out-lay for such cannot be justified for the Brisbane system when equated to population.

In regard to higher average speed over the whole Queensland system and main trunk routes in particular, our aim is to provide improved traffic flow by the introduction of Centralised Traffic Control and duplication where justified.

Our main thrust towards increased revenue is centred on the use of high capacity express freight trains, initially hauled by diesel electric locomotives and with planning to utilise high horsepower electric locomotives as main line electrification is implemented. The high horsepower electric locomotives will have the potential to accelerate faster to the maximum permissible speed in keeping with improved track alignment and rolling stock suspension systems.

As has been proved in the more developed countries with traffic to sustain it, the cost of converting from a medium speed railway to a high speed system is formidable as also is the on-going maintenance cost.

It is envisaged that the path towards high speeds on the Queensland system will be an evolutionary one with the immediate objective of obtaining higher average speeds and the elimination of traffic conflicts.

In regard to a general increase in pay load per wagon by the suggested utilisation of a larger gauge, the final result is determined by maximum permissible axle load rather than gauge.

Limiting factors on the Queensland System are bridge strengths and the mass of rail. Where a limited life railway system can be accepted, limits for the rail loading can be extended but unless bridging is adequate there is no avenue to pursue.

None of these latter aspects apply to the general system, however the construction and upgrading of routes (such as the export coal traffic) are based on design criteria in keeping with the increased task.

Axle loading limits of the main trunk route have progressed from 12 tons for steam locomotives to 15 tons with the introduction of diesel electric locomotives, whilst a 20 tonnes limit applies to some of the major mineral routes. Incoming electric locomotives will be equipped with three bogies (rather than the conventional two) and will be so spaced that a total mass of 109.8 tonnes can be accepted within both rail and bridge limits.

The injection of electric locomotives with somewhat over twice the horsepower of our most powerful diesel electric locomotive will automatically ensure that higher average speeds can be attained.

2 Gold Coast Railway

The observations expressed by you regarding the superiority of high speed rail over other forms by surface transport are of considerable interest in as much as a study is currently in hand to determine the social and economic justification for a 160 km electric railway to service this area.

The high speed railway would commence at Beenleigh and generally reach the coast but is unlikely to continue to Murwillumbah in present planning. for integration with recently installed electric suburban services it would be in the existing 1067 mm gauge.

3 Extension of Standard Gauge From South Brisbane to Roma Street

Planning is already underway to incorporate this as portion of the Expo '88 project. The cross-river bridge and the adjoining tunnel under

the road were constructed with provision for this feature in anticipation of future requirements.

4 Higher Speed Passenger and Freight Service Throughout Queensland

As generally described in (1) our objective must be to operate a service which is commercially viable, bearing in mind that freight provides our major source of revenue and over lay this with a purpose designed long distance passenger service.

As funds become available the track has been upgraded on what must be considered an evolutionary basis. On a parallel course locomotives and rolling stock of improved performance are also injected into the system together with improved traffic control arrangements.

The greatest benefit at this stage of development comes from the removal of traffic conflict so that trains can achieve higher average speeds over long distances rather than short bursts of speed which convey little benefit. Additional duplication and in some cases quadruplication are planned for execution when an economic case can be put forward and funded. Saturation of track capacity can be minimised by the operation of the longest/heaviest practicable freight train which will meet market demands and this avenue forms part of our strategy to meeting normal general freight growth.

Only by taking a balanced and realistic view can an operating strategy be exercised which will permit the operation of what are two basically conflicting rail systems.

Within our constraints, the result must be a compromise and despite views often expressed simply widening the gauge does not provide the answer. The published performance of railways even in metre gauge can only be regarded with admiration by transport operators.

5 Boggabilla to Goondiwindi Rail Connections

Although this has been primarily evaluated with the existing Queensland gauge to allow integration of existing rolling stock, an economic case has not yet been advanced. The limited amount of present and probable future traffic has considerable bearing on evaluation as also is the need to upgrade the existing rail link to Warwick and a major change to the rail link to traverse the main range escarpment at Toowoomba.

6 Interlinking of Darwin to the Queensland and New South Wales Rail System

Some preliminary planning of possible routes has been considered; very considerable funding is required. This is a major deterrent to seeking funds for this purpose.

7 Retrofitting of Standard Gauge Bogies to Existing Locomotives

It is agreed that this is feasible in the event of the introduction of standard gauge. Historically some of our diesel electric locomotives have hauled trains from Sydney to Clapham using standard gauge bogies. Bogie transfer to 1067 mm (Queensland standard) was achieved by using the gantry cranes in Clapham yard.

8 Loading Gauge Restrictions

In contra-distinction to many long distance railways throughout the World, an early decision was taken to provide boarding platforms for the convenience of passengers. These were originally positioned to comply with carriage floor heights and widths. Some modifications have taken place over the years including repositioning in some instances to suit the more modern stainless steel suburban stock.

The coping edge is the major point of encroachment and other than for wagons with specially lowered floors to accommodate tall loadings, the restriction does not significantly affect the

width of wagons which have their greatest width above platform level to avoid fouling.

Limits on spacing of tracks have to be carefully observed however to ensure adequate side clearance under prevailing conditions.

Modifications have been carried out in regard to bracing on truss type bridges to allow containers to be transported to their required destinations. For the suburban electrification program, in the case of the same tunnels floor lowering with slab track have been arranged to provide the required clearance.

The proposal to virtually adopt the NSW loading gauge could only be seriously considered if standard gauge was adopted.

9 Reciprocal Pensioner Travel Concessions

Although it would appear on first appraisal that this suggestion could have much to commend it, it is not considered appropriate to introduce this approach at this stage.

The keen interest shown by you in the future of Railways is indeed gratifying and the effort made by yourself in outlining the suggestions made by you is very much appreciated.

Yours faithfully
Deputy Commissioner
and Secretary

HOONS? HOOOONS? HOOOONTS?

by Hoooo s Frank Sheeran

How fortunate that, at a time when you have copy on the subject of our exhibition standards from me, David Brown has also introduced the subject in his 'Exhibitions - A Critical Look' (Journal 162, page 132). Perhaps this letter will catch up with my copy and reach you before you depart for the new Sydney venue at Liverpool, where from a report that my worst fears are ill-founded would indeed be heartening news.

The spirit of David's ideas bode well for the future. Nevertheless, I suspect that loco stoppages on an exhibition layout - particularly Melbourne's Modrail - is more likely to be caused by a faulty mech than dirty track. I'm also a little concerned over David's mixed gauge/state innovations. He appears to be asking the system to be something that was not originally envisaged by the design. Alas, the up and down mainlines were intended for public-pleasing tail-chasers (shudder), while the purpose of the connecting branch was for the pleasure of the pit crew, who would otherwise have no real reason to get out of bed on an exhibition morning. I would caution all not to ask too much of the Modrail track formations. If you really want operating flexibility on an exhibition layout, I firmly believe that four-road mainline is the way to go. It's not that radical a change, folks, only another 'connecting branch' on the outside and a renaming of the roads as slow, fast, fast and slow.

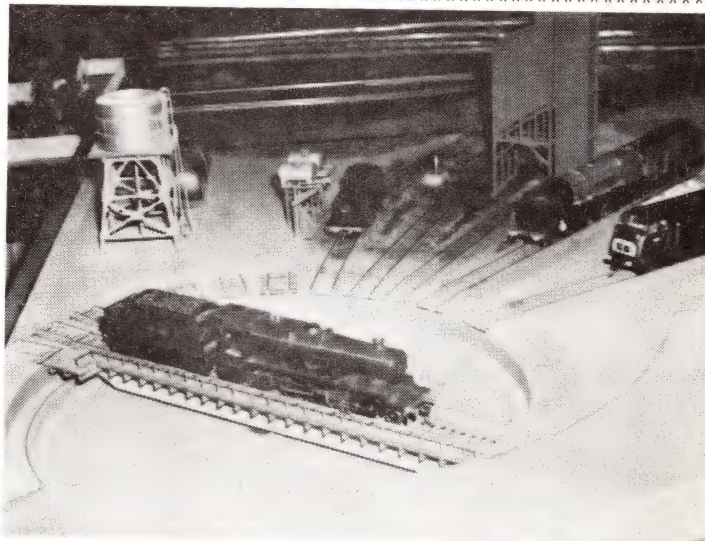
Apart from that, I'd like to thank Dave for introducing me to 'hoon', although I'm not sure about Dave's spelling of the word. Perhaps, in the context of our hobby, it should be Hoooons. This way if, like Dave, one has a penchant for the Co-Bo and one's voice is broken, it'd sound more like a diesel horn. On the other hand, if one happens to be into British steam, one can go right on being a quarter tenor or falsetto, according to class or region. Meanwhile, the sound of the word still suggests a cross between hooligan and goon - if Dave dare have it thus - while embracing HO, OO, O, N and S gauges. Of course there could be a continental usage substituting Z for S.

Considering that a Ballarat lady recently sent me an XOS singlet belonging to one of them, 'hoons' is somewhat apt, because it exposes the true nature of Victorian Branch's crew. They are as motley a lot as one could ever hope to meet in a day's travel. With all sorts of closet interests and abilities, the hard-core element of the hoooons are well prepared for their job. They were, in their youth - dare I say - beaten until the trains ran. One, it may interest Dave to know, was specially trained to attend loco stalling problems. When all else failed, he would leap in the air and come down again on the clubroom floor with all his might and main. Stuck locos, our old exhibition layout and the 'sparks' at the 'up' platform over at Glen Iris station, would all start simultaneously. If the gentleman concerned has since driven S gauge, I feel he is now qualified to be known as a Master Hoooons. As is proper, such a title should proceed his name, which could then be followed by his narrow gauge experiences as suitable embellishments. For example, 'Master Hoooons, Basil Throttleshover HOn2.

Talking of closet interests, Ron Thomas, in his report on the doings at Ballarat, must have felt the urge to keep the 'Ozobby' banner flying. Or perhaps, in deference to his sensibilities and tender years, he wasn't told what happened on the first day at Ballarat. The day should go on record as the one when Oz rolling stock was not available and when certain Hoooonish British Closeteers swamped Modrail with smooth running, good looking, hard working, reliable and honest to goodness, Hornby Dublo and Wrenn.

So who cares if Dave did stick his K up front of some NSW stock?

PS By that it may be seen that I've never driven N gauge and have yet to know the delights of the various narrow gauge systems. RT tells me that he is a Hoooon, having never driven S. GM, ME and GS and possibly RB are probably at least Hoooon - although they may have driven TT, which, come to think of it, I have, making me a Hoooots and possibly some of them Hoooot at least. Meanwhile, this might inspire one of our artist members to construct a definitive illustration of the complete Hoooots - FS

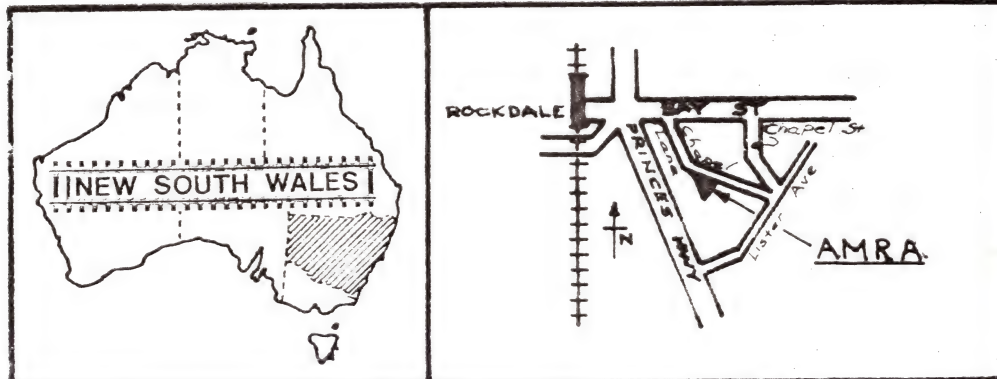


Manfred Ebinger's unusual Wrenn BR 8 F No 48109 on the Modrail turntable at Ballarat. It is one of a small batch released by Wrenn in their early days and the number was used by Meccano for their old non-ringfield version. Most are numbered 48073.

STATE



NEWS



PRESIDENT'S PAGE

On the Clubroom scene, there has been a continuing effort by the O gauge team of Norm Read, Fred Greer, Bert Hetherington, Frank Peck and Ron Walmsley towards the goal of completion of the O gauge layout, not only from a layout aspect, but also by improving the view from the ground floor. By the time you read this the N gauge layout being constructed for the Exhibition guessing competition should be nearly complete thanks to Dave Bennett, Glen Watson and an irregular group of mostly Council workers (not shovel leaning variety, but similar productivity!).

First stage of the redevelopment of our parking area has commenced with the new chain wire fence and two new gates being erected. Further work will be undertaken by the Rockdale Council once the SCC moves their power/light pole and cables.

Have you recently considered the value of your model railway equipment? If so, you are probably concerned with security and to protect your collection, several precautions can be taken - one simply obtained is to maintain a certain degree of anonymity. If you consider that the annual membership listing represents a source of possible invasion of your privacy, then you may request the Federal Registrar to have your name and address excluded from such listings. If you know of ex members who have not renewed because of this, please let them know that it is not a compulsory listing.

Bruce Norton

During this past year I have seen in NSW the coming together of a group of keen young modelers, and with continued smooth running of the Branch I can see only good times ahead. Congratulations to the Victorian Branch for the high standard achieved with recent issues of Journal, for this is of great benefit to AMRA as a whole. It is indeed a pity that Gordon Duncan did not live to see the final product for which he worked so hard.

I would encourage members to spend some time building some model or models to be entered in forthcoming modelling competitions, for the general standard of modelling is good, but the volume is low. This could be a matter of time available for modelling.

Seasons Greetings - and have fun with your model railways.

Bob Wardrop

LAYOUT NEWS

O GAUGE

As the staff have been seconded to other activities at the Clubrooms for most of the last period, not much to report. But scenery is starting to fill in the gaps, some work of a not visible nature has occurred on the Branch and the turntable is completed and operable.

Frank Peck's 19 pulled its first 'pay load' around the main line on a recent Wednesday - the 'works' still have some body work to finish. That is one advantage of a model. It would be a bit difficult for the prototype to run on the tracks in the form one at times sees a model running.

Have a new addition to the work force, who has offered to transform the bare looks of the main station. When that happens we will need to find a new spot to place odds and ends that just seem to appear.

Three of the O gauge fraternity have been conspicuous by their absence of recent times - maybe when the weather warms up they will come out of hibernation.

Norm Read

HAWKESBURY HO LAYOUT

The Committee has approved sheetmetal covering in of the layout trailer which will be a welcome change from wrestling with tarps and ropes, etc. Thanks to the Ladies Auxiliary we will be purchasing some rolling stock/locos for the Club's layouts for use during exhibitions and open days.

It has been suggested (not for the first or last time I suspect) that we 'electrify' the mainline on Hawkesbury with a 'Claytons catenary', that is the catenary you don't have when you're modelling catenary. In other words, the masts and cross braces/wires are modelled, but not the actual catenary. This means the pantographs have to be restrained to a particular height, but the effect can be quite pleasing. Any keen 'juice' fans may apply for the position of 'Electrification Project Engineer'.

Bruce Norton

HO WALL LAYOUT

Unfortunately work has not proceeded as quickly as I hoped, due to a combination of my shifts, the cold winter weather and the time spent preparing for the NSWRR modelling competition.

However, this has not stopped others working

as Norm Read and the O Gauge boys descended from the stratosphere long enough to install and paint the sky back-scenes along the entire length of the layout. The appearance has been improved considerably, thanks lads! Also, the lights have been installed and the valance put in position. Once more the effect on the appearance of the Read section has been amazing.

Bob Gioia has been working on electrifying the hand worked points in the Read marshalling yard - one has been finished and the second is nearly complete. Glenn Watson has been working on a pub building for the Read townscape, and if the whole building is of the same quality as the section he brought in to show us a couple of weeks ago, it will be something magnificent.

I hope that the report in the next 'Smoke Signals' will be able to include some work done by myself!

James McInerney

N GAUGE LAYOUT

Since my last report not much work has been done on the main Club layout. All work has been aimed at the N gauge layout which is to be the prize of a guessing competition at the Liverpool Exhibition.

The main driving force and worker has been David Bennett who has been hard at work since the project was started. His work included laying track, making the control panel and the building of the basework. David is to be thanked for his hard work entailing numerous hours of his own time, both at AMRA Clubrooms and at home.

Glenn Watson, Bruce Norton, Glenn Killham and, again, David Bennett, have been hard at work on the scenery with most of the plastering now done and a start has been made on buildings and structures. Thanks to all the others who have been involved in the project.

Until next time.

Keith Cooper

LIBRARY NEWS

Your Committee of Management has discussed adding various books to the Library and will do so from time to time. If there are any books that you believe should be in the Library, please submit your suggestions for consideration by the Committee, either through the Secretary, Charles Warren, or myself as Librarian.

After the Exhibition and the completion of the controller project, I hope to get back to sorting the many magazines we have to make more of them available for borrowing.

Members are reminded that 'Library User Cards' are available for \$2 per annum. Many library users' cards are now due for renewal.

Bob Wardrop

PROGRAM

DECEMBER

- | | | |
|----|-----|--|
| 1 | Sat | Kit assembly discussion day
(white metal, epoxy and injection mould-
ed styrene) |
| 7 | Fri | Film night. Films from State or
National Film Libraries |
| 15 | Sat | Layout operation |
| 21 | Fri | Mystery Night - turn up and see what's
on |

NO MEETINGS THEN UNTIL -

SATURDAY 19 JANUARY - LAYOUT OPERATION

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays. Meetings, unless otherwise specified are as follows:

Fridays 7.30 to 11 pm
Saturdays 2 to 5.30 pm

NOTE:

AMRA (NSW) Clubrooms telephone number is - 59 1899

Committee meetings held on 2nd Wednesday night of the month.

Other Wednesday nights are work sessions.

All correspondence regarding NSW Branch matters should be addressed to -

The Secretary
AMRA NSW Branch
PO Box 194
ROCKDALE 2216

REPORTS ON RECENT CLUB ACTIVITIES

DRAWBAR COMPETITION - Saturday 21 July

A record number of entries - 30 HO/00, 11 N and two O locos ensured a long afternoon for officials and spectators. Martin Heald filled the post of driver and reader of the voltmeter, ammeter and scales, while I measured heights of the incline track and wound furiously on the height adjusting handle.

Although we are keen to find the highest tractive effort, we are also interested in the efficiencies of locos in achieving a given tractive effort (TE). By using an inclined track and letting the loco slip to a stop, we can calculate the TE by measuring the angle climbed (α°) and the loco mass (M) in the equation -

$$TE + M \sin \alpha$$

where α° was determined by measuring the horizontal (H) and vertical (V) distances of the inclined track, i.e. $\alpha^\circ = \tan^{-1} V/H$. The efficiencies referred to are the ability of the loco to -

- convert their mass in TE (simply the ratio TE/M or $\sin \alpha^\circ$), and
- convert electrical energy into TE (the ratio of TE/VI).

Note: V = volts; I = current in Amps; V x I = W (Watts).

Anyhow, enough of the 'technical stuff' - the results were as follows:

Traction Tyred Locos

16.5 mm Gauge

A Tractive Effort:

- | | | |
|-----|----------|---------------------------------------|
| 1st | 326.5 gm | Marklin Hamo DB 44 class of Vic Hogan |
| 2nd | 291.9 gm | Marklin Hamo DB 44 class of Vic Hogan |
| 3rd | 232.0 gm | Hag SBB Re 6/6 of John Skilton |

B Efficiencies:

TE/M

- | | | |
|-----|-------|--------------------------------------|
| 1st | 40.6% | Marklin Hamo SBB Re 6/8 of Vic Hogan |
|-----|-------|--------------------------------------|

TE/W

- | | | |
|-----|-----------|--------------------------------|
| 1st | 0.89 gm/W | HaG SBB Re 6/6 of John Skilton |
|-----|-----------|--------------------------------|

9mm Gauge

A Tractive Effort:

- | | | |
|-----|---------|--------------------------------------|
| 1st | 69.9 gm | Minitrix NSWGR 42110 of Dave Bennett |
| 2nd | 32.6 gm | Rapido DB Co-Co of Bill Whale |

B Efficiencies:

TE/M

- | | | |
|-----|-------|------------------------------------|
| 1st | 38.3% | Mehanotechnica RSD15 of Bill Whale |
|-----|-------|------------------------------------|

TE/W

- | | | |
|-----|-----------|--------------------------------------|
| 1st | 31.8 gm/W | Minitrix NSWGR 42110 of Dave Bennett |
|-----|-----------|--------------------------------------|

Non-Traction Tyred Locos16.5 mm Gauge

A Tractive Effort:

- 1st 127.5 gm Hornby Dublo (3 rail) 2-6-4T of Bill Whale
 2nd 114.1 gm Athearn Trainmaster of Bruce Norton
 3rd 108.7 gm Wrenn City Class 4-6-2 of Ron Houghton

B Efficiencies:

TE/M

- 1st 28.9% Athearn NSWGR 422 class owned by Andy Harding

TE/W

- 1st 39 gm/W Fleischmann DB 0-10-OT of Eric Laurie
 1st 39 gm/W Hornby Dublo (3 rail) 2-6-4T of Bill Whale

9 mm Gauge

A Tractive Effort:

- 1st 56.0 gm Rapido DB E401 of Bill Whale
 2nd 55.9 gm Minitrix NSWGR 442 of David Anderson

B Efficiencies:

TE/M

- 1st 37.3% Rapido DB E401 of Bill Whale

TE/W

- 1st 34.1% Concor PA1 of Dave Bennett

For those interested, I offer the following statistics showing average (mean) values and standard deviation (SD) figures on performance (TT = traction tyres; NTT = non-traction tyres).

	Av TE	SD	Av % Eff	SD	Av gm/W	SD
HO/OO TT	137.6	86.1	27.4	9.3	44	22
HO/OO NTT	86.7	22.5	19.1	5.1	23	10

This illustrates that traction tyred locos are on average better performers in all aspects than those without tyres, but, and this is the most important, their variability, i.e. the differences between different models is on average much greater.

What about the O gauge results? Well, only Bert Hetherington fronted up with his AD60 and 79 class locos. As these two locos won last year's competition for highest tractive effort and highest TE/M efficiency, respectively, they were the champions unopposed.

Bruce Norton

The Branch Exhibition was held over the long weekend, and the result was one of the best exhibitions ever held. The new venue was a gamble as there had never been an exhibition in Liverpool. The crowds, however, still came and so did the layouts. The standard of layouts was very high, with all major scales and prototypes represented.

The results of the layout judging was as follows:

MOST POPULAR LAYOUT

Lilliput Land - Les Marsden

BEST N GAUGE LAYOUT

Central Bridge - Brian Moore

BEST COMMERCIAL EXHIBIT

Bill Webb Model Railways - Bill Webb

BEST AUSTRALIAN LAYOUT (CLUB)

Menangle - Model Workshops

BEST AUSTRALIAN LAYOUT (PRIVATE)

Crafton - Rodney James

BEST PROPRIETRY LAYOUT

Central Bridge - Brian Moore

BEST NON-AUSTRALIAN LAYOUT

Melton Bridge - O Gauge Group

BEST LAYOUT

Dartmouth - British Railway Modellers Association

Highly Commended

Spring Valley and Western - Warren McLean

Thanks must go firstly and mostly to the Exhibition Chairman Graham Larmour. All the workers must also be thanked and also the interstate visitors, many of which ended up being workers while it was busy. A special thank you must also go to the judges, led by Bill Cooper.

An Open Day that was advertised at the Exhibition will be held on 17 November at the Clubrooms. It is anticipated that all layouts will be operating on this day, so any operators wishing to operate should contact the layout supervisors.

On Friday 21 December we previously had a mystery night advertised, however, this has been changed to a slide night. This will be presented by Ray Love and the topic will be South Maitland Railway. Ray will present more slide shows in the new year.

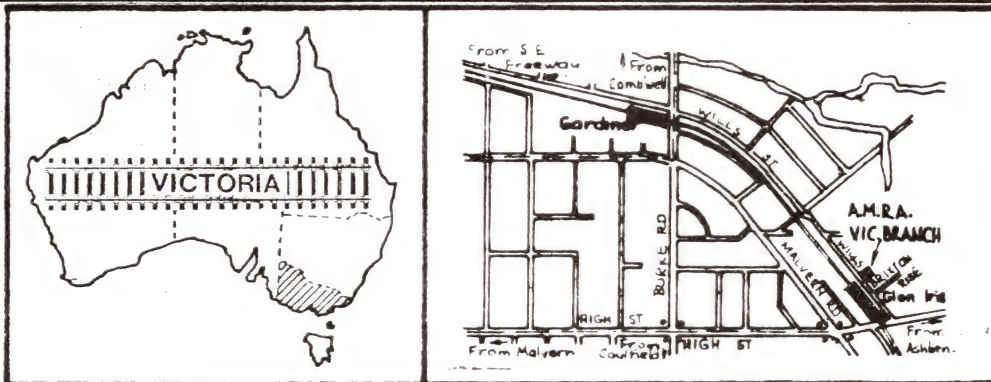
May I take this opportunity to wish everyone on behalf of myself and the Committee a very Merry Christmas and Happy Model Railroading in the new year. I will also take the opportunity to thank the Victorian Branch for their continuing and sometimes unthanked efforts in producing Journal.

Bob Gioia



A scene of Warren McLean's Spring Valley and Western Railroad. This layout was displayed for the first time at the 1984 NSW Branch Exhibition. A feature of this layout is the almost floor to ceiling effect.

Photo by Roger Lloyd



PRESIDENT'S MESSAGE

Camberwell Exhibition will be held over Moomba weekend, 8-11 March 1985. It has been suggested and agreed to that on Sunday afternoon 10 March, between 2 and 4 pm, there will be provision made for our long standing members to meet over a cuppa and talk over the 'good old days', and how the Association has grown - nostalgia at its best. Country members are most welcome to join this cuppa session; however, irrespective of this, please let me know that you are at the Exhibition.

The Association appears to be set for a Federal election; this has not happened for a number of years. The Victorian Branch prints this Journal on behalf of the Association Committee of Management at present in New South Wales, and it will be a few years yet before the Branch can recoup its capital outlay. Please ensure that you record your vote by completing the ballot paper and returning it to the Returning Officer.

The Clubroom extensions will not be completed until the end of November, therefore the working bee for 11 November has been postponed to 16 December. Please make a note of this change to your yearly program.

A Merry Christmas and Happy New Year to you and yours from your Committee of Management.

Jack Treseder.

GENERAL NEWS

September meeting was a running night, so, after the general business, we all retired to the layout room to watch the trains go by.

Competition results:

Photographic Competition - Model signal

Slide John Harry 77½ points

Print John Harry 77½ points

Modelling Competition - Australian Produced Kit

David Brown Camco NSW cattle wagon 98 pts

October meeting saw Bill Morehouse take the floor again; this time to talk on 'Building a Station'. Do your research first. Select your target, photograph it, measure it, get architectural drawings if you can, then draw up your own plan to full size for your model. Bill's modelling medium was styrene, and the cement used was MEK. Take precautions with this material, don't inhale the fumes, and work in a very well ventilated area. The paint used was Humbrol.

Competition results:

Photographic Competition - Prototype Station

Slide Graham Nitz Sheffield Park 95 pts

Print John Harry Wedderburn 90 pts

Modelling Competition - Open Categories

Rolling Stock

Scratchbuilt Bruce Race CE van 77 points

Kit David Brown 6 plank wagon 65 points

A couple of items for the Gossip Column this issue. By the time you read this, Manfred Ebinger will have been married, so, our congratulations to Mr and Mrs Ebinger.

Jack Treseder made the trip to Sydney for the NSW Branch Exhibition and came home via Broken Hill and points west. Don't know what he got up to on the trip, but he finished up in Swan Hill Hospital with an infected leg. He can't throw any light on what caused it, but it seems that the problem has disappeared, hopefully without after effects.

We had some interstate visitors - two from South Australia and one from the West. We were pleased to welcome Wal Bennett and P Ziegler from SA and Peter Verga from WA.

LIBRARY NEWS

A very useful donation for those of us hooked on electronics. Hobby Electronics Project Book, an ETI Publication, has a whole range of pretty simple jobs, with lots and lots of information about components, techniques and what-not. Be warned: it has a most idiosyncratic table of contents, which fail to reveal a railway sound system (p 77+), though there's an apparently very useful miniature drill controller.

If we're talking electronics, though, the especially interesting book this time around, is Ken Stone's Electronics for Model Railways, still another spin-off from Talking Electronics, to which we subscribe. A glossy paper-covered book of 70-odd pages, it includes a throttle, capacitor discharge unit (to whack your points across without burning out point motors), even air horn noises. Two particular points about the book: it's Australian (in fact some of the projects have been road tested on the AMRA Victorian layout), and you can buy kits of parts, and especially printed circuit boards, from the Melbourne publishers. I suggest that many of those interested will consult it in the Library, then go out and buy their own copies.

This is something new! A book on Australian railways published in New Zealand. The publisher is Lodestar Press of Auckland, it's printed in Hong Kong, its authors are Stephen Halgren and David Lowe. Its title is Railview's New South Wales. A nice little collection of photographs of current locos, some in colour with minimal captions and no other text. They say to watch out for 'an exciting range of railway, road transport and aviation photo albums'. We shall.

Two beautiful weeks in Cairns, reading about the Melbourne winter, so inevitably we now have a couple of books on the spectacular Kuranda Railway. For some reason, most of the publicity seems to centre on Kuranda Station, which is indeed a fern-fancier's delight. The real marvel though is the way the line itself was built, cut into nearly vertical slopes, despite sliding rock and torrential rains. The result is a line of magnificent views, spectacular bridges - a railfan's delight.

One of the books is light; entitled Kuranga Railway, it is the script of the tourist commentary

given on the train. Still fun. The other, Conquest of the Ranges by Glenville Pike sets out to be a history of the line. Pike is an enormously prolific writer. The early part of the book deals with the exploration for the route and the politics of the line, and uses much imaginary conversation ("The population is over a 1000 souls now", Ike went on, not noticing his pipe was out...) which gets a bit wearisome. The description of the actual construction period, on the other hand, is down to bare bones, and not too many of them. This is not all that surprising. John Robb, the contractor for the remarkable job, was never paid for it, and is believed to have destroyed all the records in anger.

I have something of a feeling that the busier publishers of Australian railwayiana are running out of material or something. Suddenly buses are in vogue, and I'm not sure that my remit goes that far. Not to the extent of collecting everything about every bus line in Australia, anyway. I'm prepared to accept that road vehicles are part of the background scene (try me on post-war cars for instance), so I've spent some of the Branch's money on Australia's Cavalcade of Trucks, by David Lowe. Small format, minimal information (and that pretty breathless), but a good collection of photographs, some in colour.

Somebody must write an article about Railmac Publications. How do they keep it up? I've bought their book on China and on British Southern, feeling that they must have run out of material of Australian interest (even buses), but here they come again with Quorn Line Album, which Steve McNicol claims is only the overflow of photographic material from a more substantial history now in preparation. When I say I look forward to the major work that is not to say that this collection is wanting. Rather, if this is overflow, what other joys do they have in store for us?

Similarly, their 900 Review is published to keep us quiet until 900 Class Tribute is published, some time in the future. Slight, but - yes, it does whet the appetite.

Same format, though rather more substantial, is their Steam Around Newcastle. I guess I'd have bought it anyway, since I'm quite one-eyed about little coal hoppers, but it's still a good collection of photographs of the area before the diesels had it all their own way.

A new publisher (at least a new name, though the format is pretty familiar) Platina Publications, with their Report No 1: List of Locomotives Built by the Victorian Railways and No 2: Locomotives Built by the Phoenix Foundry Company of Ballarat, Victoria. They are both deadly dull lists of dates, makers' numbers and abbreviated death notices that none of us would bother to look at, except the one who must have just that information for just that loco, and right now. We take our hats off to the silent workers who compile that sort of necessary information.

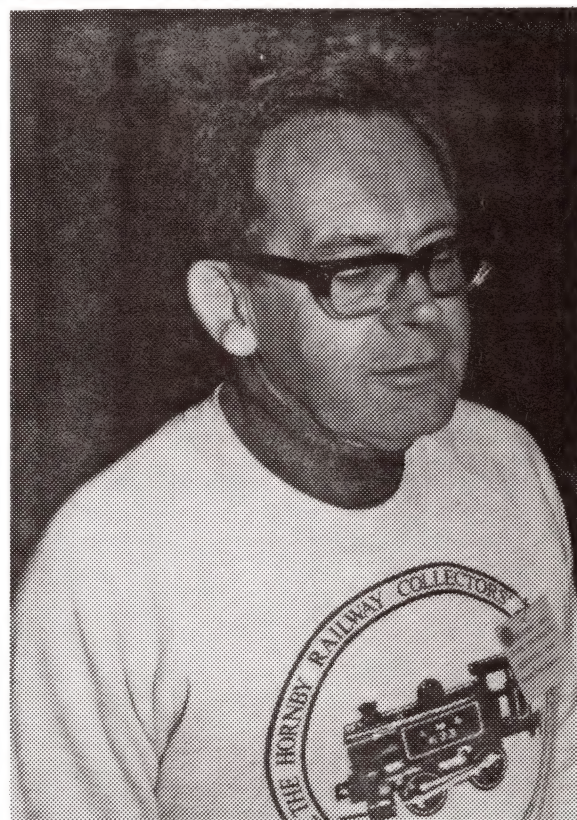
Reprinted by popular demand; if I'd ever heard of it I'd have been joining the demonstrations. New South Wales Railways issued their Station Building Diagrams some years ago. They've now been reprinted, and what a wealth of information they contain! Diagrams with measurements for everything from a wayside stop to an elaborate station, from a large sheep and cattle yard to an engine shed. Anybody modelling NSW will absolutely have to look at this.

I don't remember whether I've mentioned the Library's collection of indexes to the various periodicals we take. Enough that they are quite a quick way to get to an article you distantly remember seeing. We've only lately started receiving the NMRA Bulletin, and I've learned some-

thing. They issue annually a combined index to the main model railroad (and prototype railroad) journals published in America. We now have the July 1983 issue, which covers 1982 publications.

Brian Southwell
Librarian

FACES AROUND THE BRANCH



Frank Sheeran, as the tee-shirt depicts, is an active member of the Hornby Railway Collectors Association, as well as being active in AMRA activities, and is shown here assisting in the Branch's display at Ballarat.

ANNUAL EXHIBITION : MARCH 1985

The 1985 Exhibition will be held at the Camberwell Civic Centre from Friday 8 March to Monday 11 March. The times are as follows:

Friday and Saturday	10 am to 10 pm
Sunday and Monday	10 am to 7 pm

Again this year the number of applications exceeded the available space. There will be several new layouts, as well as some which have been seen before. Also a wide selection of Society and Commercial displays.

The roster supervisor for the Exhibition is again John Frost. If you are able to help at the Exhibition, make yourself known to John at any General Meeting, and put your name on the roster. The roster is for AMRA members who can man Victorian Branch layouts, stands and other sundry duties at the Exhibition. DO NOT put your name on the roster if you are working on a private, commercial or other Society exhibit. If you cannot get to a General Meeting, but wish to help at the Exhibition, contact John at -

8 Tristania Street
EAST DONCASTER 3109

Telephone 848 2236 - 7-9 pm

Two very important aspects of the Exhibition are the setting up and packing up. We need assistance at the Clubrooms at 8 am on the Thursday to load and transport exhibits to Camberwell,

and help at the close of the Exhibition to pack up, so keep them in mind when filling in the roster.

The Committee of Management has made the decision that all operators on the Club Modrail HO layout must wear an AMRA shirt or jacket, while operating at Camberwell. To assist with the roster, please write YES in the appropriate column when putting your name on the roster if you have an AMRA shirt or jacket.

The Exhibition is put on for the benefit of each and every member. The Exhibition is the showcase of AMRA to the public, so let us promote our Association in the best possible way.

As in past years, we are catering for the Railway Modellers with the AMRA (Victorian Branch) OPEN MODELLING COMPETITION.

The competition has three sections.

- 1 Locomotive
- 2 Rolling stock a freight
 b passenger
- 3 Lineside Structure

The winner will be awarded the AMRA (Victorian Branch) Cup. Trophies will be presented to each of the three section winners and the Fybren Models Award will be presented to the modeller of the best entry made from an Australian produced kit. Models are to be entered at the AMRA Information Stand at the Camberwell Civic Centre between 6 and 8 pm on Thursday 7 March. All models must be collected at the conclusion of the Exhibition at 7 pm on Monday 11 March.

Bob Edwards
Exhibition Manager

AMRA REUNION

In conjunction with the 1985 Exhibition at the Camberwell Civic Centre, the Victorian Branch of AMRA is holding a reunion for interstate, country and former members. The reunion will be on Sunday 10 March 1985 from 2 to 4 pm; just make yourself known at the AMRA Information Stand at the Exhibition.

PROGRAM

DECEMBER

- | | | |
|----|------|---|
| 2 | Sun | Operating Day - 2 pm - Club Australian Stock |
| 13 | Thur | GM - Christmas meeting
Model - H G Armstrong Trophy
Photo - Model Turntable |
| 30 | Sun | Running Day - 2 pm - your equipment |

JANUARY 1985

- | | | |
|----|------|---|
| 6 | Sun | Operating Day - 2 pm - Club USA Stock |
| 10 | Thur | No meeting - running night only
No competition |
| 27 | Sun | Running Day - 2 pm - your equipment |

FEBRUARY

- | | | |
|----|------|---|
| 3 | Sun | Operating Day - 2 pm - Club UK Stock |
| 14 | Thur | GM - Guest Speaker - Prototype Railways
Model - Open - Standard Categories
Photo - Prototype Point/Signal Lever Frame |
| 17 | Sun | Working Bee - 10 am |
| 23 | Sat | Layout Visits - 1 pm |
| 24 | Sun | Open Day - 11 am - BBQ lunch |

MARCH

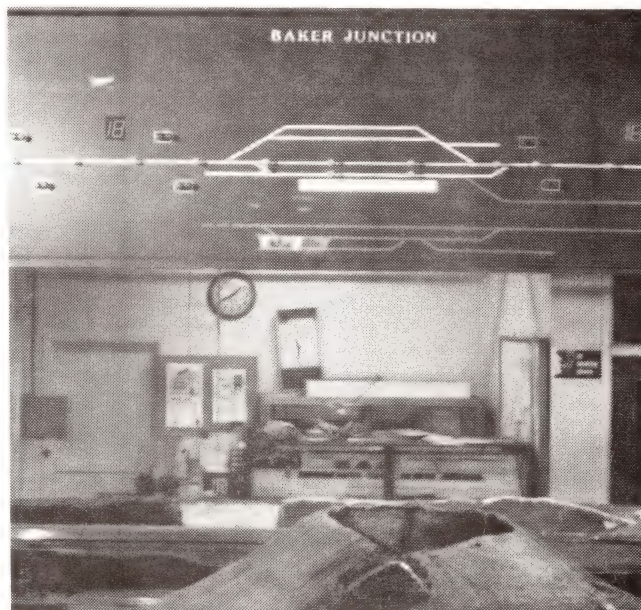
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|----|------|--|
| 3 | Sun | Operating Day - 2 pm - Club Australian Stock |
| 8- | Fri- | Exhibition - Camberwell Civic Centre |
| 11 | Mon | |
| 14 | Thur | |
| 31 | Sun | Running Day - 2 pm - your equipment |

APRIL

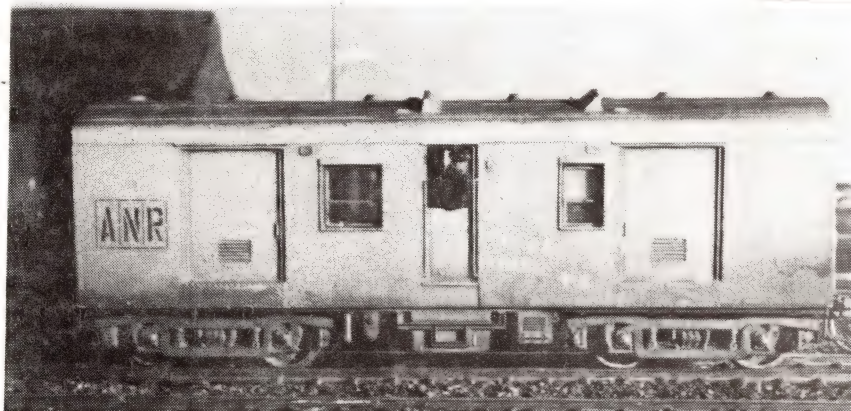
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|----|------|--|
| 7 | Sun | Operating Day - 2 pm - Club USA Stock |
| 11 | Thur | GM - Guest Speaker - Model Railway Painting
Model - Open - Standard Categories
Photo - Prototype Locomotive in Steam |
| 28 | Sun | Running Day - 2 pm - your equipment |

General Meetings are held at the Clubrooms on the second Thursday of each month, commencing at 8 pm. The Clubrooms open at 7.30 pm for operation of your train on the Club layout prior to the meeting.

Construction and maintenance on the Club layout is held every Tuesday night, except the Tuesday before general meetings. Special operating days using Club equipment are held on the first Sunday and running days for your own equipment (subject to operating tests) are held on the last Sunday each month, commencing at 2 pm.

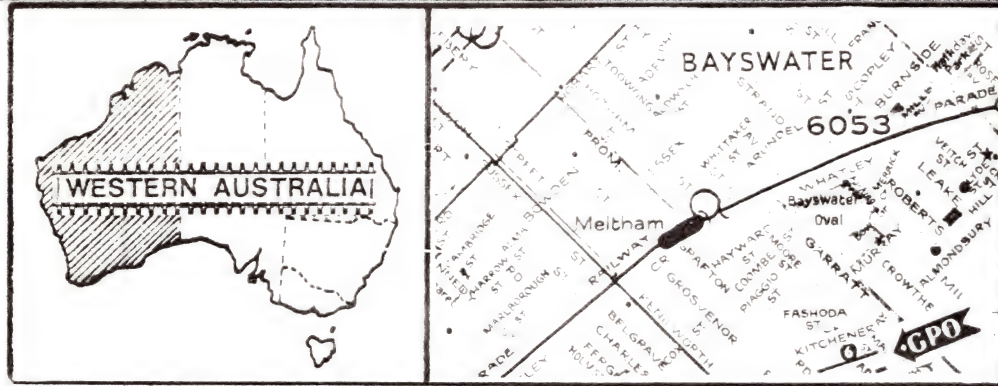


Part of the overhead driver's panel constructed by Roger Lloyd and Gordon Duncan.



This well weathered ANR van was featured on the Corio Model Railway Club's layout at the Ballarat Exhibition.

Photo by Roger Lloyd



CHRISTMAS IS COMING!

With the 'festive season' approaching once again, we look toward the traditional Branch family social event - the Christmas BBQ.

This year's family event will be held on Saturday 15 December, so please make a note of this date in your diary or on the fridge door, or wherever. As a possible change this year, it has been suggested that we have a night out to a show or restaurant, or perhaps have a BBQ at an outside venue, such as Mussel Pool or John Forrest National Park. This could include a game of cricket for the kids and the Mums and Dads as well (GWR versus The Rest, although that could be a little one sided).

Anyway, please discuss the matter with your families and let a Committeeman know what you think or if you would prefer the traditional BBQ at a member's home. But, please let us know soon.

LAYOUT NOTES

HALTWHISTLE-ON-TYNE

Constructive activity on the 'Haltwhistle' layout has been conspicuous by its absence recently. Such work as has been done has been purely on an essential maintenance basis.

Generally, 'Haltwhistle' has been operating reliably; the only persistent problem being unreliable switch contacts on the point motors. When these contacts fail to operate properly, it renders the point motor inoperative. A proposal to bypass these contacts by installing commercial micro-switches is currently under consideration.

It has been proposed that the Branch should buy some additional locomotives for the 'Haltwhistle' layout in order to allow full stocking of the layout and still have a couple of locos as spares when operating at exhibitions and displays. To this end, the Branch is moving to purchase the following locos from England:

- Hornby LMS Compound 4-4-0
- Hornby LMS Duchess 4-6-2
- Hornby LMS Fowler 2-6-4T
- Wrenn LMS '8F' 2-8-0

This should bring our loco stock to about 10 main line locos and four branch line locos. The above locos have been chosen, not through any preference for Hornby or Wrenn products, but because they are considered to be the most appropriate 'ready-to-run' LMS locos available of which the Club does not already have examples.

N GAUGE LAYOUT(S)

All work so far on the new N gauge layout has been 'on paper', rather than on actual construction. Since the last 'Branchline' appeared, several members have helped me with revising the

track plan in order to incorporate the modifications suggested at the layout planning meeting held on 16 April, and other suggestions made subsequently.

We will be able to commence construction work once the details of the baseboards have been worked out, hopefully in the not too distant future.

I think it will be a good idea if the layout has a name as soon as possible, in order to make it easier to refer to and to help establish its character and identity. I would welcome any suggestions you may have for suitable names for the layout as a whole, the main city and the small junction station. The names should be plausible, bearing in mind the American context of the layout. The scenic development of the layout, at present, is based loosely on the mountainous areas of the North Western States of the USA.

On the other hand, the last two months have been quite busy on the 'old N' gauge layout. The Club's new Rivarossi Y6b 2-8-8-2 Mallet had its first run when the N gauge layout was displayed at the Stock Road Markets (4 and 5 August), and produced very favourable reactions from both sides of the crowd barrier.

While at Stock Road Markets, the Branch was offered some second-hand N gauge equipment at a good price, which we duly purchased. This comprised a loco, dummy loco, eight freight cars, a caboose and a considerable quantity of flexible track.

Two of our defunct Bachmann diesels, an F7 and a GP40, have been combined, producing a serviceable GP40 and a very dead F7. The dummy SD45 has had its chassis glued back together (again) and is now 'serviceable' again.

Now that the foam storage modules are available for N gauge from the Sales Cupboard, steps are being taken to produce some storage boxes, based on these modules, for storing the Club's very considerable stock of N gauge equipment. This should be a great improvement on the present method of storage.

Simon Mead
Layout Manager

LIBRARY NOTES

As those of you who regularly attend Club meetings will know, the library has been a hive of activity at recent projects/general activities meetings as members have assisted by making boxes, sorting magazines, printing on box spines, etc. The library is gradually becoming just that, instead of rows of empty shelves, rows of empty boxes or full of piles of unsorted magazines. All the preparatory work that Simon Mead put in before I took over is now coming to fruition. We still have a fair way to go, but with the help I am getting, the improvements are noticeable each week.

The library has now branched into video tapes, and at the moment we have two, namely:

A LINESIDE LOOK AT MODEL RAILWAYS (VHS)
Covers 10 of the best British model railways of recent years in a variety of gauges. It is well narrated by Bob Symes and some of the layout owners. Running time is 45 minutes.

PETER DENNY ON THE BUCHINGHAM BRANCH (VHS)
The Rev P Denny's classic EM gauge layout. In this tape he describes how he built the layout over 30 years. Between the 'talk', there are some good scenes. Running time is 45 minutes.

These are available for hire to members at a reasonable charge of \$5 each. \$2 is refundable on return. The hire period is from one programmed meeting to the next. It is expected that others will be obtained in the near future. Tapes can be booked in advance - just contact me and I'll reserve them for you.

Have you used the library recently or for that matter at all? We have a wide range of magazines and books just waiting to be hired at 20 cents a time. Each month we get the latest in UK, Continental, USA and Australian magazines. All we ask is that members try to keep the hire period to two weeks absolute maximum. I have been asked by members about some books/magazines/etc only to find in some instances that they have been out on loan for a month or more. If you have any on loan that you've had for a few weeks, then bring them back; other members may want them, but, if not, you can always rehire them. A further 20 cents is only a fraction of the cost of you having to buy them!

We have acquired a copy of Adrian Gunzburg's book 'A History of WAGR Locomotives' (see the August Branchline for a review of this book). Excellent book - I've got my own copy, and I follow the UK scene!

See you.

'Hirus Manuscriptus'
Librarian

TALKING POINTS

Well travelled Branch member Steve Rayner has been off again on his travels. This time to much warmer climates than Russia and Europe; he visited Indonesia in his search for steam.

In this quiet little backwater away from the progress of the 20th Century, Steve came across an interesting assortment of steam locomotives still at work. These included rack locomotives, Garratts and some very old 2-4-0s, thought to be of German origin - all being steamed regularly.

Trevor Kerr meanwhile models the GWR. Although it is perhaps less exotic than South-East Asia, it is still very interesting to many of our members. The latest project for Trevor is the superdetailing of an old K's 57XX pannier tank loco kit and conversion to EM gauge. This involves the removal of the whitmetal splashers and replacement with new ones made of styrene 'card' to accommodate a new brass chassis being built. Using brake rigging and other bits and pieces from the Perseverance range, it should be a very fine model indeed. It is to be finished off with power from an Anchoridge motor.

Our Vice President, Simon Mead, is at present working on a WAGR O class 2-4-0 locomotive in Sn3½. The project was started off by Gavin Stallard who scratchbuilt the locomotive's chassis, boiler and half of the tender before switching back to modelling diesels. Since then Simon has modified the Romford 15 spoke driving wheels to represent the prototype's eight spokes, by

drilling them out to 7½ spokes! Also new crank pins have been fitted to cure a slight bind in the mechanism, as the original crank pins would not unscrew. The O class is a tender and tank design, so a Portescap short motor may be fitted to the locomotive without it showing between the frames.

Rumour has it that Gavin is now scratchbuilding a Westrail DB class Co-Co in Sn3½ and is burning the midnight (diesel) oil to get it finished in time for the modelling competition in November. How is it going, Gavin?

As a sequel to Arno's cat winning the raffle at this year's Exhibition, yours truly suffered the embarrassment of winning the prize for the most popular slide at the recent BYO slide night. Why embarrassment?

I was the one who obtained the prize, a roll of 36 Kodachrome 64 film, on behalf of the Committee for presentation to the winner. Even though I say it myself, it was a very successful and enjoyable evening, with 150 slides being viewed. In the voting, 42 votes were cast for the 110 non-commercial slides, giving a tie for first place with two of my slides. Both were taken on Agfa 100 ASA film by a Zenith EM camera with a 75-205 zoom lens fitted. They were an -

X class 1023 'Kariera' on the Bunbury bridge at East Perth with an early morning commuter train on 2/5/84 - 1/125 at f8;

XA class 1408 'Wolneri' at the same location with another early morning commuter train on 18/9/84 - again 1/125 at f8.

Another BYO slide night will be held in the New Year.

Kevin

PROGRAM

NOVEMBER

28 Wed General Club Activities

On these meetings, the library will be available and the Sales Cupboard will be open, and, of course, there will be other modellers to talk to. These meetings will also be used to further develop the layouts and also for members to run their own trains on these layouts.

DECEMBER

3 Mon Auction

End of year auction - so bring along all your unwanted model railway gear and/or cash. The Branch will take 10% commission on all sales. If you have anything to sell, please try to get it to the rooms as early as possible on this night. The rooms will be open from 7.30 pm for this purpose. Auction forms are available at the rooms for a week or so before the auction - please try to fill yours in BEFORE the night.

8 Sat General Club Activities

15 Sat Christmas BBQ

Our social event of the year. Venue? Your place maybe! Full details in the next 'Branchline'. See you all there, wherever.

17 Mon Film Evening

An evening's entertainment with films of railways and transport from the 1950s and 60s, from the State Film Centre's collection.

22 Sat General Club Activities

29 Sat General Club Activities

TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays 8 pm
Saturdays 2 pm

The rooms will be open at least 15 minutes prior to the starting time.

All meetings will be held at the Clubrooms, upon Meltham Station, unless otherwise stated.

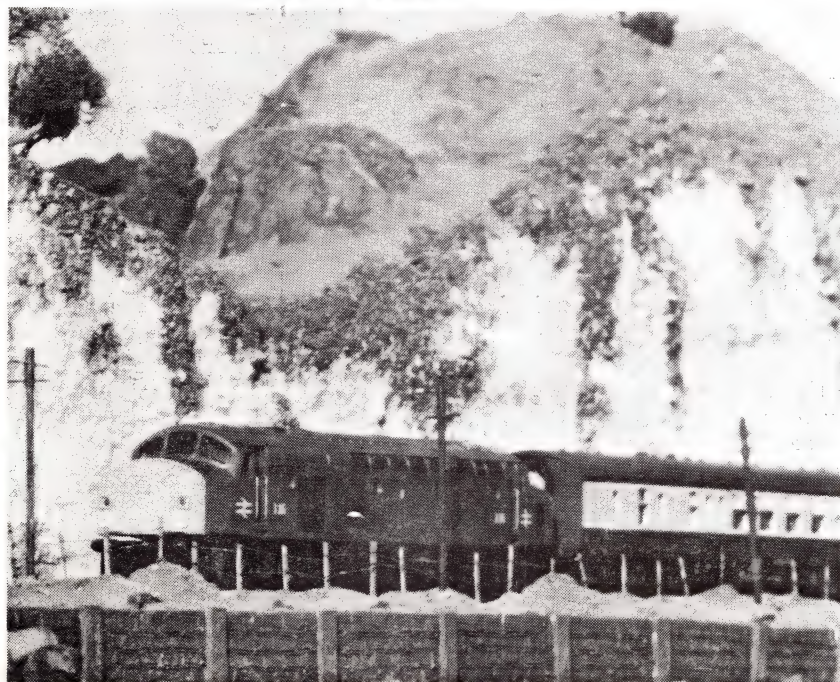
HAVE YOU SEEN?

RAILWAY MODELLER for July. Loco facilities for 0-16.5. Radio controlled Hymek. Prototype notes and details of building the LSWR kit of the L12 class. Drawings, photographs and track plan of St Albans LNR station. Evercreech Junction - research and planning. Prototype information, drawings, etc, of the LBSCR class K 2-6-0 and of the BR (Western Region) gas turbine locomotive 18000.

RAILWAY MODELLER for August. 00 in the garden - Birmingham New Street and Rugeley B power station. An 'el cheapo' Mamod conversion. There are two other articles on garden railways showing what can be done in the smaller scales. Modelling railways up a very steep hill. Some basic facts on bridges.

MODEL RAILWAY CONSTRUCTOR for June. Part 2 of locomotive kit construction. Class 2 - BR (MR) - locomotive duties and allocations. Signal chart Part 4: LNER and constituents. Building a garden railway for steam. Bodmin Goods Shed drawings. Data file on LSWR 44 ft Bullion Van. Scenic techniques - trees. Colours of private owner wagons.

MODEL RAILWAY CONSTRUCTOR for July. Locomotive kit construction Part 3 - motors, gears and your model by Ron Neep of Perseverance Model Railways, an acknowledged expert. Collectors' Corner - Trix models of LNER Pacifics. Data file - GNR six wheel Full Brake M&GN No 196. LNER coach sides in N scale. Southern Region class 33 diesels - prototype information, photographs, etc.



MODEL RAILWAYS for July. Crowline 'Schools' conversion. DIY narrow gauge track. Calne End - worth reading for the novel method of base-board and leg construction for a portable layout, if you're not a carpenter. DJH's kit of the LNER 2-8-0 + 0-8-2 Garratt, construction review. Stan Catchpol's Railway Workshop - fencing. Improving the running of an 0-4-4T. More on tree construction. The East Suffolk Light Railway structures.

SCALE MODEL TRAINS for May. Detailing article for the Lima class 50, including smoke. Modifying Webster's 7 mm scale model of the GWR AAToad. Beginners' Guide to German railways. Prototype information, photographs, track plan of Liskeard (Cornwall). Converting the Athearn SW& (SW1500) to an SSB1200. Converting the Airfix 4F to a 2P 4-4-0, supported by a 'Focus' article on the 2P. Building a branchline loco shed. Prototype information, photographs, drawings, etc, of an LMS level crossing and Crossing Keeper's House.

LOCO HAULING CONTEST : 6 August 1984

This proved to a most interesting and entertaining evening, although it did take some time for Simon Mead's 'dynamometer' to be calibrated! A total of 29 locos were entered by 13 members. The results were as follows:

DIESEL/ELECTRIC OUTLINE, PLAIN WHEELS

Best puller	Kevin Congdon's Athearn PA + PB	332 grams
Most efficient	Kevin Congdon's Modelpower E9	0.443

DIESEL/ELECTRIC OUTLINE, RUBBER TYRED WHEELS

Best puller	Ron Fryer's Likelike F7	142 grams
Most efficient	Ron Fryer's Likelike F7	0.383

STEAM OUTLINE, PLAIN WHEELS

Best puller	Ron Congdon's Schnabel DB01	135 grams
Most efficient	Harry Vosper's Kato N scale Jap Railways	0.358

The mid-morning express is raced along the narrow strip of land between the shore line and the white chalk cliffs. A view of a Dick Shard scenic diorama.

Photo by Simon Mead

STEAM OUTLINE, RUBBER TYRED WHEELS

Best puller

Tony Gray's Pemco 'Mountain'

345 grams

Most efficient

Ron Congdon's Fleischmann DB 38

0.748

(Efficiency is the Draw Bar Pull divided by the weight of the loco and tender, where fitted.)

FEDERAL COMMITTEE

As you are no doubt aware through Branchline and Journal, a growing number of members are showing dissention with the current Federal Committee. A meeting was held at WA Branch HQ on 18 August 1984 by eight members who felt that something 'should be done'. The meeting formulated aims that it felt Federal Committee should be striving to achieve. It was agreed that these eight members should seek nominations for themselves for both positions of President and of Committeeman, and present the aims to members as a form of manifesto seeking their support in the expected election.

Those aims are as follows:

- 1 AMRA should seek support from other modelling groups and/or affiliations in an attempt to get the import duty lowered on models and associated equipment.
- 2 To help achieve this end, AMRA should become affiliated to other Associations/Societies.
- 3 Ways should be looked at to increase State Branch involvement in Federal Committee, i.e.
 - 3.1 State Branch representation on Federal Committee by proxy.
 - 3.2 Federal Committee to be rotated to each 'capable' State Branch - say every five years.
 - 3.3 Committee members to hold office for no longer than three years.
- 4 The administration of Federal Committee to be overhauled so that -
 - 4.1 the members' register is constantly updated;
 - 4.2 acceptance of new members and renewals within one month of receipt;
 - 4.3 membership renewal dates and methods of renewal to be reviewed;
 - 4.4 investigate the feasibility of returning a percentage of subscription fees to the State Branches for every member paid up by 1 October each year;
 - 4.5 improve the financial side of Federal AMRA;
 - 4.6 Federal Committee policy to be communicated to members;
 - 4.7 Federal Committee minutes to be issued as soon as possible after a meeting to all members;
 - 4.8 ease censorship of correspondence, etc.
- 5 Investigate the feasibility of incorporating AMRA federally.
- 6 The Federal Competition to be integrated with State Branch Competitions with trophies for each State Branch.
- 7 To turn Journal into a useful, informative magazine. Each issue containing several pages of articles that could be incorporated into a 'growing' manual of "How it's done".
- 8 Seek National and International modelling knowledge and make it available to all members through Journal, video and/or personal appearance.

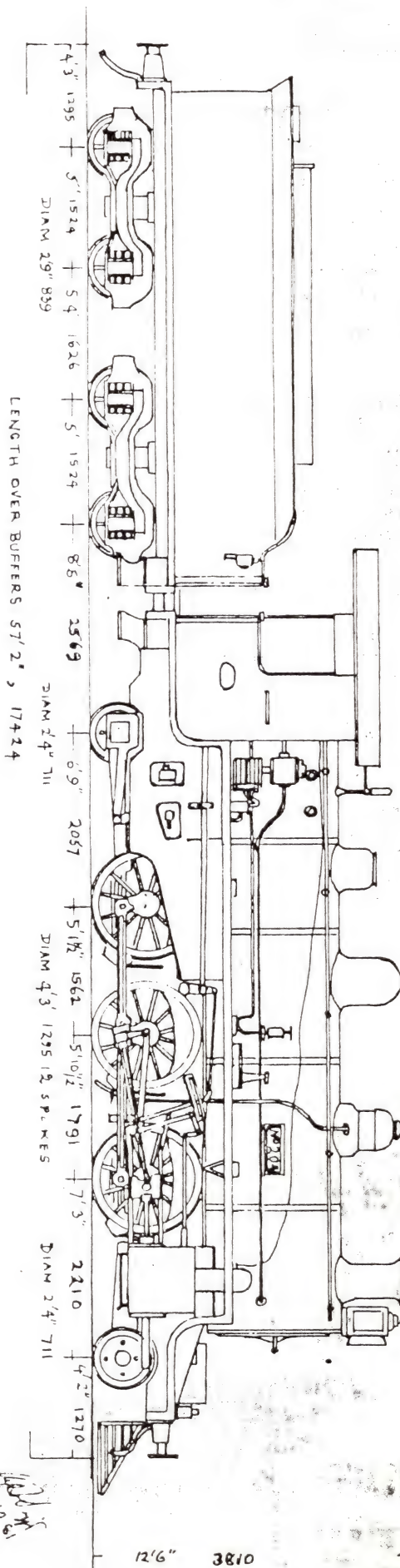
These aims, we believe, are necessary if Federal Committee is to do its job efficiently. We believe we can achieve these aims and we ask for your support in the event of an election. Federal Committee should be working for you, not against you.

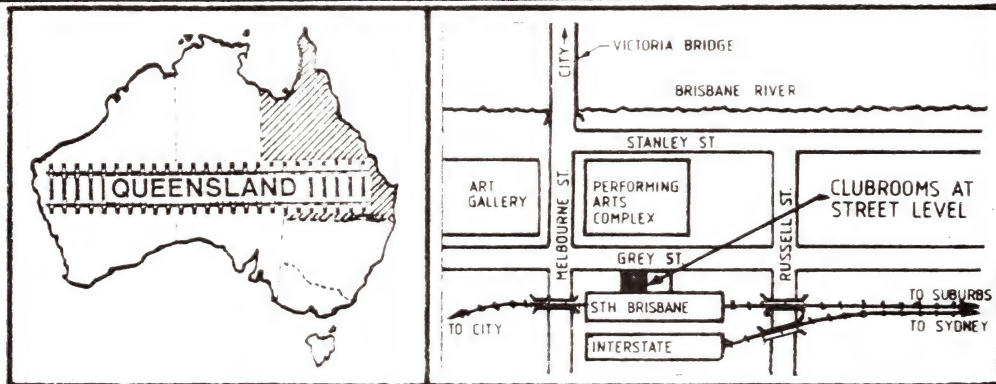
GIVE US YOUR SUPPORT

Thank you

RON FRYER, PAUL KEHOE, DICK SMART, PETER DEAN,
SIMON MEAD, ARNO De SMALEN, GRAHAM HORTON,
JOHN WATTS

2-6-2 CLASS B 16 1/2, MAYNE 1940 SCALE 3/16" = 1', 1:64





The Queensland Branch's year is coming to a close, and rumour has it that a few positions on the Committee of Management will be vacant. It will be interesting to see what new blood will be injected into the Branch's administration.

Much has been achieved in the past year, especially in the Clubrooms. A cloud of doubt hangs over the favourable Clubroom situation we have, due to the planned Expo 88, but many are confident that we will do alright out of it - let's hope so.

QUEENSLAND BRANCH 30 YEARS OLD

1984 is the 30th year for the AMRA Queensland Branch. To celebrate, a special outing is planned on the first weekend in November at the Swanbank power house picnic area in the form of a BBQ. The Pioneer Steam Society will have their QR PB15 No 448 4-6-0 steam loco in operation nearby, and swimming in the lake will be another activity. What better combination is there than the smell of sizzling BBQs and a QR steam loco?

LIBRARY NEWS

During the past few months, the Club Library has been reorganised and cleaned up. We hope this has resulted in an easier to use and more practical library. An explanation of the new system is included below. In closing, I would like to thank the people who helped with the work along the way and those trying to use the library for their patience.

General

- * Only financial members are allowed to borrow from the Library.
- * There is no fixed loan duration, but you are requested not to prolong loans longer than necessary.
- * Items with loan cards may be borrowed by filling in the card (white for magazines and yellow for books) and leaving it in the box near the typewriter.
- * Items without loan cards (e.g. plans) are subject to special borrowing procedures - please see me if wishing to borrow these items.
- * Return library materials to the return shelf under the typewriter. Please don't remove any items from this shelf.

Magazines

Magazines are in boxes of approximately one year's issue. Loans are for the whole box. A catalogue of magazines is being prepared.

Books

The book cupboard contains books on models and modelling on the top shelf and books on proto-

type railways on the second shelf. Loose categories are marked on the shelf to give a guide to subjects covered. The second bottom shelf contains a collection of Model Engineers. The bottom shelf holds annual reports of Railway Authorities and promotional material.

Plans

Construction on the Club plans is not allowed. Please photocopy the required plans and return the original. This procedure should ensure our collection of plans remains in good order.

Other

A collection of timetables and catalogues is on the shelf under the magazines.

Some interesting old magazines are on ring binders on the shelf near the window - these are well worth a browse.

Members are requested to allow news magazines (e.g. Sunshine Express) to stand in the Library for one month after receipt to allow those interested in what's happening to be always informed.

Stewart Wall

WEDDING BELLS

Yes, Neil Johnman did marry Julie recently. The AMRA Queensland Branch was well represented at the wedding ceremonies. We wish them every success and happiness in the future (see the accompanying photo).



Neil and Julie Johnman soon after tying the knot.

CLUBROOM NEWS

John Hill has been leading the way with the City Scene work above Wallsend Junction. A great deal of time was spent in working out and preparing plans for this area, and this has greatly assisted those members who have taken on a building. Their work in building a structure for the Branch layout will be a learning experience and a proud achievement when all is complete. Good work and every success to those involved.

Recently the "Suggit's Siding" shunting puzzle was set up so it can be used both for 'through running' and 'puzzle' use without too much work. Simply by pulling a plug and plugging in the local control changes the module from 'through' to 'puzzle' modes. So if you are in the Clubrooms and things are a bit quiet, have a go at the puzzle. If you don't know how to set it up - just ask - someone will.

Also, the Colliery Siding has been cleaned up recently and is quite an interesting place to shunt, especially in Timetable workings. Speaking of Timetables, many members have been working on their own timetables and putting them to the test. And there is more to it than meets the eye. But the whole exercise has always proven to most enjoyable to all who take part. A good experience of the working of the layout is most helpful and necessary. Various Timetable graphs have been drawn for the layout, copied, drawn up and tested. With the practical experience from the QR through Arthur Hayes and John Armstrong, a final design of ideal layout graph is almost ready. At this stage, the ideal maximum time for the timetable operating sessions is four to six hours, this taking 20 to 30 minutes of real time.

Types of equipment used for these sessions can be anything, however, if any shunting of a complicated nature is required, it would be best to stick to one type of rolling stock/coupler.

So if you are interested in having a go, speak up next time they're looking for helpers (station masters, drivers, etc), and you'll find it's a great way to learn and have fun (hopefully) too.

1984 AUCTION REPORT

The Queensland Branch's Annual Auction was a great success with a record amount changing hands. It took five hours and three Auctioneers to wade through a wide range of railway modelling equipment offered. Thanks to Eric Lyon and all others who assisted in the running of this event.

VISITOR FROM CANADA

The same weekend as the Auction, we had a modeller from Canada in town. Mr R Ballam, who is President of the Valley Model Railway Club (Cascade Western Railroad), came to the Clubrooms after the Auction. A few young members gave a running display of the Clubroom layout system, while Mr Ballam had a stack of photos of his own OO scale English layout, which is of a very large size and over many levels. His Model Railway club has clubrooms in an aircraft hangar, and seems to mainly model HO Canadian and US railways.

NSW BRANCH EXHIBITION

As usual, many members of the Branch ventured south to see the NSW Branch Exhibition, and everybody felt it was the best they've seen in NSW for some time. The venue was certainly very good indeed. Congratulations to Rodney James who won an award with his NSWGR HO layout. Geoff Perkins entered his QR 1250 class in HOn3 $\frac{1}{2}$ in the modelling competitions; however, the standards are very hard to beat - must have something to do with the cooler climate?

WA BRANCH VISITOR

As a surprise visit to everyone, Graham and Marie Watson dropped in on us after the NSW show. Fortunately they were able to stay till the Branch's Thursday meeting night and see the Clubrooms in action and meet everyone. It was good that Graham had a selection of his WAGR Sn3 $\frac{1}{2}$ models to show around, and these were of great interest. His WAGR 4-6-2 P class? hauled a varied WAGR goods train around the full extent of the Clubroom's 16.5 mm trackwork, and what a great sight it was - things you see when there's no film in the camera!

OTHER CLUBROOM LAYOUT RUNNING NEWS

Recently there has been a growing interest in HO American modelling, and this is good to see. On a recent Saturday, US models from the collections of Don Warn, Darren Standfast, Simon and Matthew Hill, Deb, Steve and Chris Malone and James Yuille were in operation.

BRANCH MEETINGS

At our August meeting, Arthur Robinson gave an illustrated talk on bridges - especially those in railway use. His lecture was certainly most informative and interesting. Most of us didn't realise there was so many types of bridges. An extensive range of slides were screened, and most were full of modelling inspiration.

Also at this meeting, it was brought to the

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members' notice that the Hobby Show group had fully disbanded, and had offered for sale 100 lengths of fencing which we usually hire for our shows. There was little alternative but to buy it - but where to store it? Fortunately, Stewart Wall offered the use of his backyard at Riverview, and the fencing was shifted to that location. A very big thank you to Stewart for assisting the Branch in this regard. The shifting job was done in quick time, and after smoko at Cec's place, we chased PB15 448 around Swanbank and visited some coal mines in the area.

At the September monthly meeting, the Branch's annual competition was held. A very good roll up was present, even though it was on school holidays. A good range of models was entered into the competition, and it was a shame some had forgotten about it - never mind - there is another one next year. Eric Lyon judged the competition, which was divided into four categories. Here are the results.

Locomotives

- 1st ON2 Mulgrave Sugar Mill Com-Eng 0-6-0 loco
Chris Malone
- 2nd Sn3½ QR B16½ 2-6-2 steam loco
Tony Hughes
- 3rd HO 'Marine' Century 628
Chris Malone

Goods Wagons

- 1st SR well wagon with load
Andy Calcraft
- 2nd HO American bogie open wagons
Robert Reeves

Passenger Cars

- 1st HOn3½ Passenger train brake van
Greg Cash

Structures

- 1st Sn3½ Yarongmulu Signal Box
Big Jim

2nd TTn3½ Vecchio's fruit packing shed
Geoff Perkins

3rd HO low relief tenement house
Stewart Wall

Thanks to the judge and all those who entered into the competition

Another highlight of this meeting was John Hill's latest brass model - an HOn3 Victorian Railways Narrow Gauge Garratt. And what a beautiful model it was, which ran very good, although some depressing teething problems were had. It will be good to see after it's fully painted and weathered by John.

Speaking of brass locos, Stewart Wall recently brought in his new brass N scale NSW 48 class diesel loco and gave it a run on the 9 mm trackage. We were warned not to use the Baygon however. Some problems were had with pick up, and on the test bench it was found that one of the pick up wires had never been connected to the motor, not only was it not striped, it wasn't even long enough.

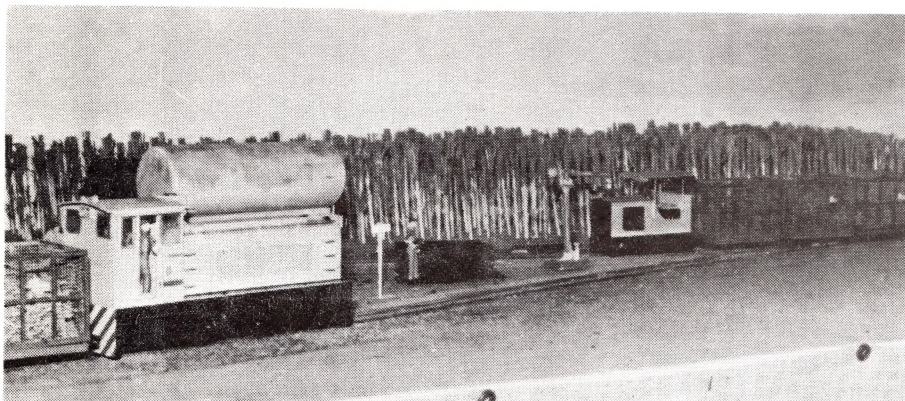
BRANCH TIMETABLE

Branch meetings continue as normal at the Branch Clubrooms, Ground Floor, South Brisbane Railway Station, Grey Street, South Brisbane. The Clubrooms are normally open every Thursday evening from around 6 pm and every Saturday afternoon from noon. Our monthly meeting is held on the 4th Thursday of the month from 7.30 pm.

Running sessions on the Club layout are on the 1st Thursday evening and 3rd Saturday afternoon. On other Thursdays and Saturdays, the Clubrooms are open for general Clubroom activities.

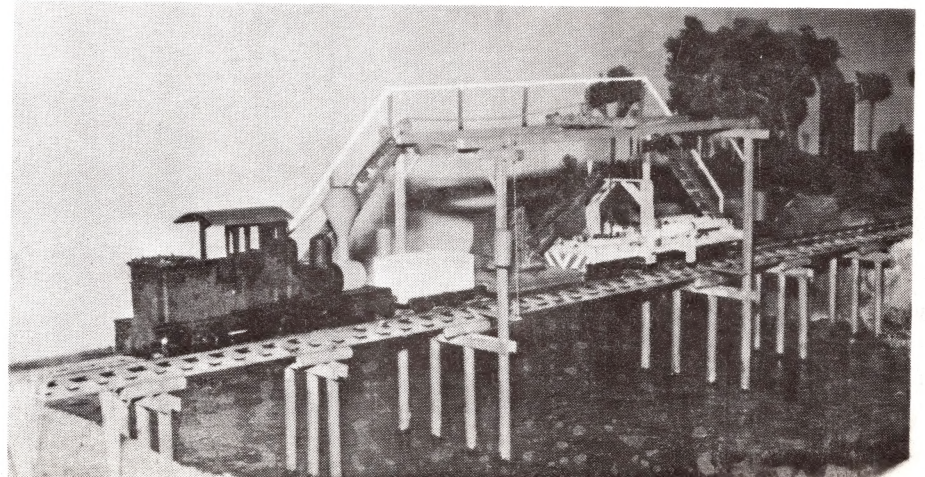
For the older or retired members, a special daytime gathering is held on the 3rd Thursday - these are organised by Ken Innes.

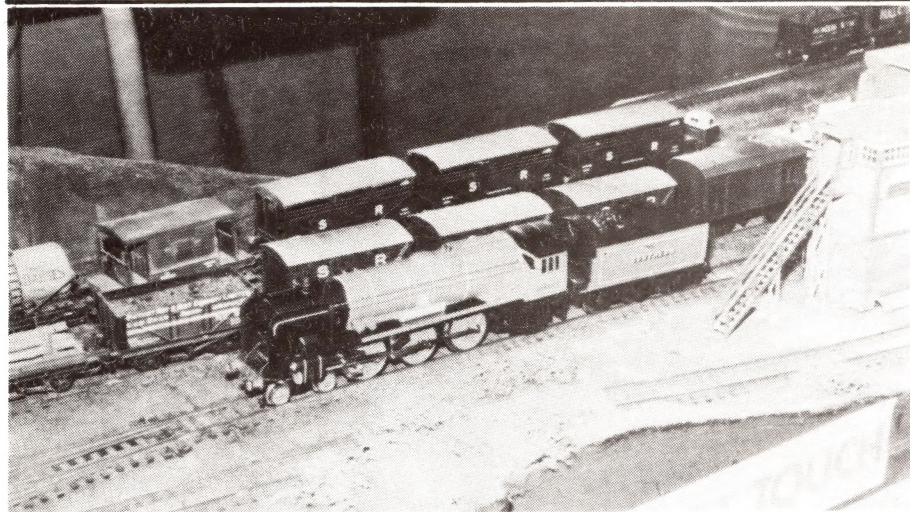
From the Queensland Branch we wish all members a Happy Christmas and a very good New Year.



From the Queensland Branch's Exhibition, a scene from Chris Malone's O scale cane tram layout catches 'Oakwood' (Baldwin B+B - Athern Cow) waiting to cross 'Sandy' (Malcolm Moore 0-4-0 Ex Army loco - Piko shunter) at the depot.

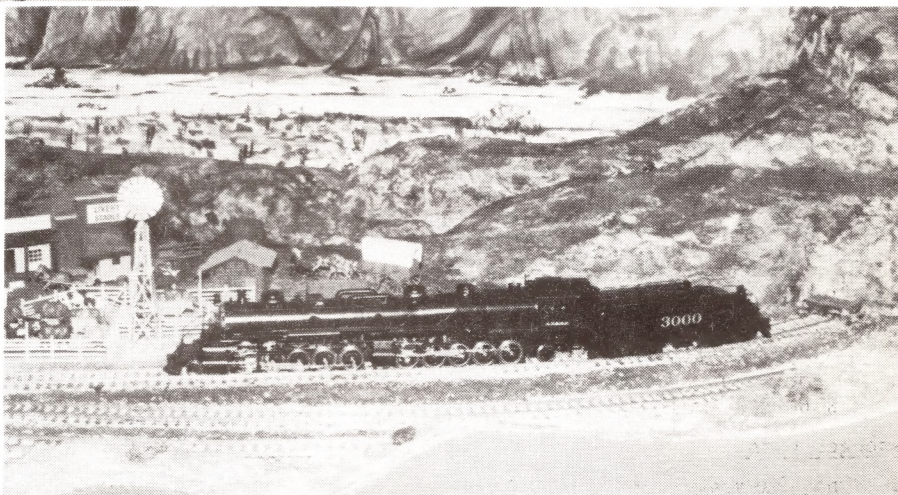
Another scene from this layout shows 'Mapleton', a Shay locomotive, with a work train crossing a lift bridge. The Shay is a modified Roundhouse loco.





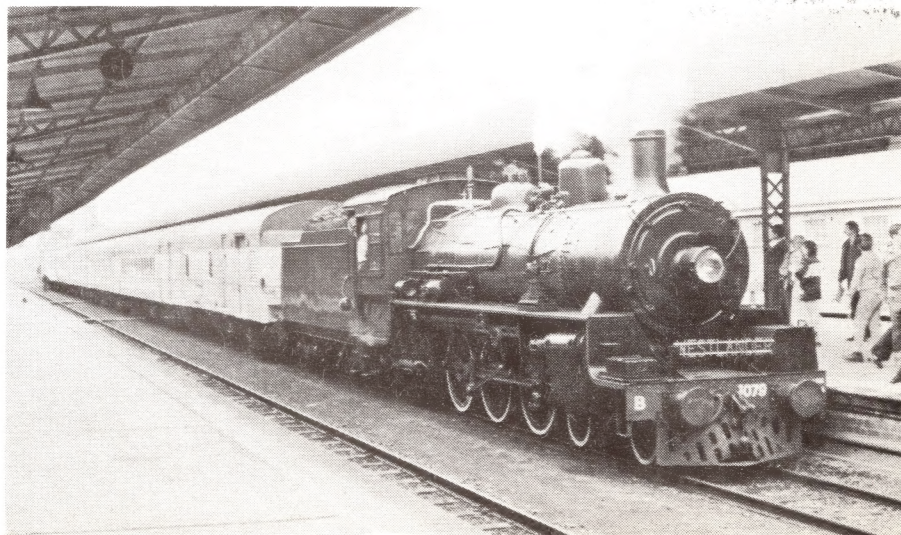
A scene from an OO scale layout from the Dave Jenkins team of English modellers.

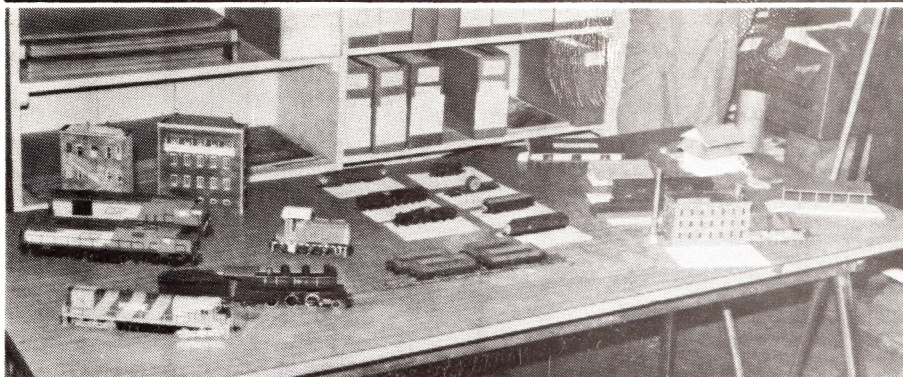
For something completely different, the All Gauge Club had this 2-10-10-2 Santa Fe loco on display.



A popular layout at Queensland Exhibitions was this Z scale layout - Fantasy in Z.

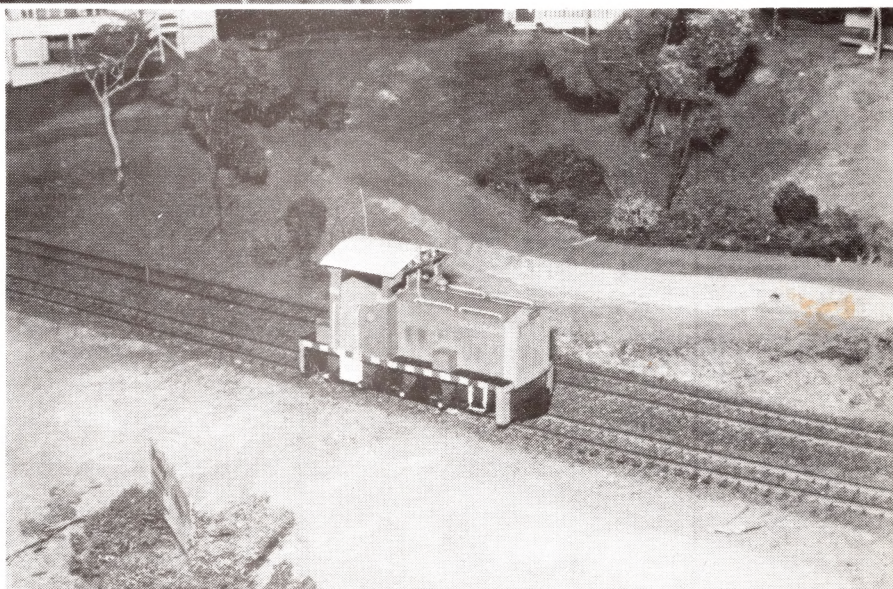
An unusual train to pass by the Clubrooms recently was this ARHS Air-Conditioned steam hauled excursion to Gatton. The train was named the 'Westlander' and hauled by BB18½ No 1079.





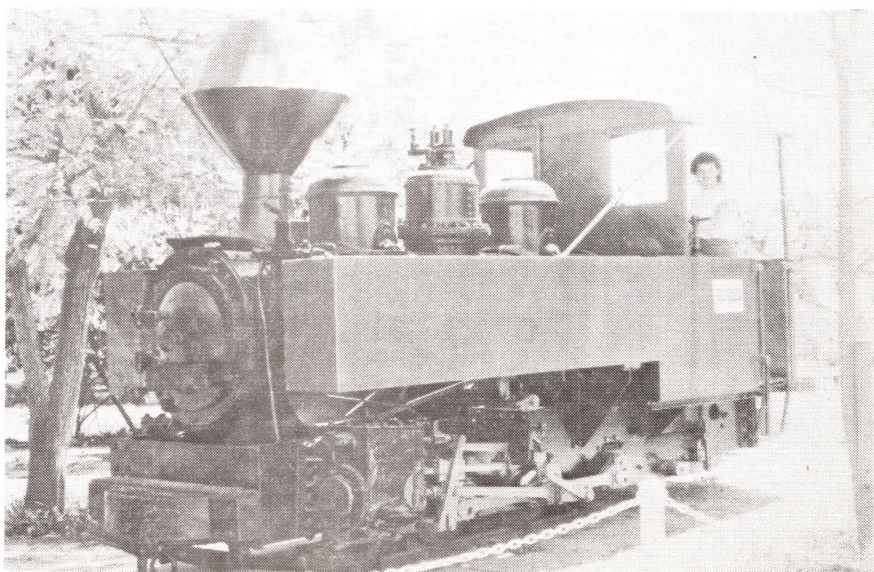
At the Queensland Branch's September meeting, a wide selection of railway modelling was presented for the Annual Competition.

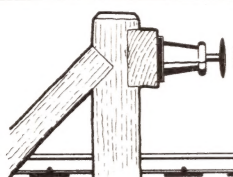
Winner in the Locomotives section was Chris Malone's Mulgrave No 9, an O scale Com-Eng 0-6-0 diesel loco with Lima underframe.



A sleepy Sunday afternoon at the Nambour Sugar Mill - many varied types of diesel locos are seen here.

At the Nambour Sugar Mill 'Eudlo' 0-6-OT Fowler sports a new coat of paint after a light overhaul.





The Buffer Stop

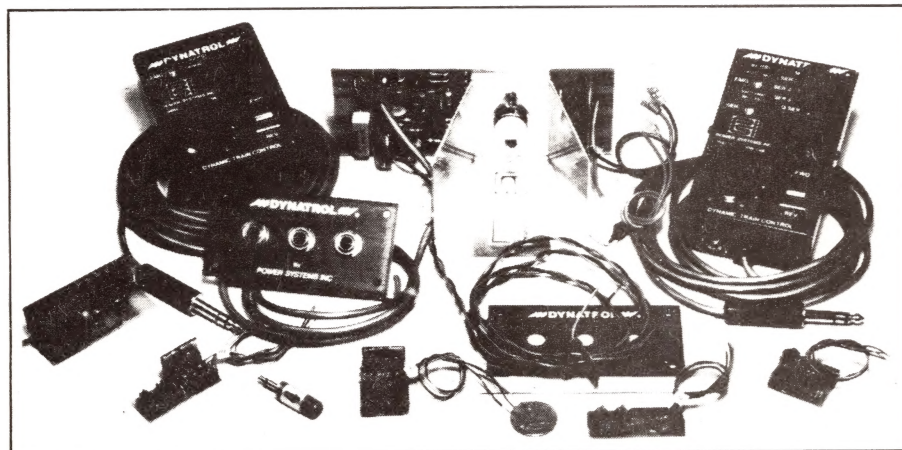
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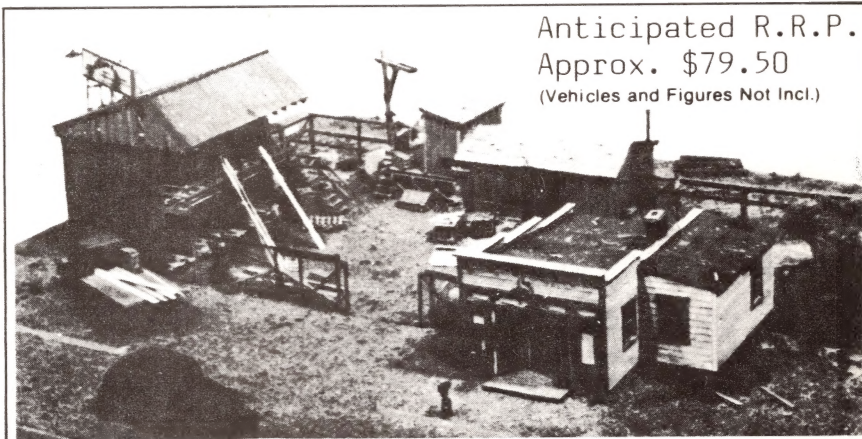
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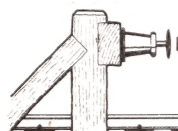
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